



**DRAFT: NOVEMBER 2023**

# **CITY OF SYRACUSE**

## **LOCAL WATERFRONT REVITALIZATION PROGRAM**



# ACKNOWLEDGMENTS

## WATERFRONT ADVISORY COMMITTEE

David Aitken  
Julie Baldwin  
Neil Burke  
John Catanzarita  
Megan Costa  
Eric Ennis  
Bob Graham  
Carlie Hanson  
Colin Hillman  
Pat Hogan  
Russ Houck  
Owen Kerney  
Maren King  
Dan Kwasnowski  
Doug LaLone  
Linda Llewellyn  
Kerry McElroy  
Len Montreal  
Meredith Perrault  
Tim Shore  
Brendan Simon  
Amanda Vitale  
Joshua Wilcox

Pyramid Management Group, LLC  
Senior Transportation Analyst, New York State Department of Transportation  
Transportation Planner, City of Syracuse  
One Group  
Administrator for Special Projects, Onondaga County  
Deputy Commissioner of Business Development, City of Syracuse  
Creekrats  
Director of Design, COR Development  
Sargent, Syracuse Police Department  
Syracuse Common Council, 2nd District  
Facilities Engineer, City of Syracuse  
Deputy Commissioner of Planning and Sustainability, City of Syracuse  
Professor, SUNY Environmental Science and Forestry  
Director of Planning, Onondaga County  
Preserve at 405  
City of Syracuse resident  
New York State Department of Environmental Conservation  
Owner, Montreal Construction  
Syracuse University  
Owner, Buried Acorn Restaurant  
New York State Canal Corporation  
Executive Director, CNY Regional Market  
Landscape Designer and Parks Planner, City of Syracuse

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## INTRODUCTION

# OVERVIEW OF THE LOCAL WATERFRONT REVITALIZATION PROGRAM



View of Onondaga Lake from the Lake Lounge.

# WHAT IS IN THIS SECTION?



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**COMMUNITY GOALS  
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**LWRP DOCUMENT  
ORGANIZATION**



## WHAT IS THE LOCAL WATERFRONT REVITALIZATION PROGRAM?

The New York State Local Waterfront Revitalization Program (LWRP) provides assistance to communities to develop programs that address local and regional waterway issues, guide future development and promote public waterfront access. The City of Syracuse undertakes this LWRP for the land and water proximate to and along Onondaga Lake, Onondaga Creek, and Ley Creek.

### PROGRAM PURPOSE

The Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Article 42 of New York State Executive Law) was enacted in 1981 by the New York State Legislature in order to implement the State's Coastal Management Program at the state and federal level. The Coastal Management Program strives to protect natural coastal resources; advance economic development opportunities; and enhance waterfront opportunities and experiences.

The development of a Local Waterfront Revitalization Program for the Onondaga Lake and Creek lands in the City of Syracuse provides a multitude of benefits to the community. Once the program is completed and approved by the New York State Secretary of State, the LWRP will provide the City with the tools and local regulatory controls to guide development on its waterfront lands.

### PROGRAM BENEFITS

Completion of a LWRP provides communities with a range of benefits related to participating communities, including:

- **Unified Vision** - One goal of this effort was to create a vision for future land use changes and development opportunities in the Waterfront Revitalization Area (WRA). Community engagement was central to this process and informed priority objectives.
- **Technical Assistance** - Community-identified projects in this plan were carefully reviewed by a team of experts and are realistic and implementable.
- **Financial Assistance** - The LWRP is more than a plan. Identified LWRP projects are eligible for funding through the program to realize the established vision.
- **State and Local Consistency** - State and local permitting, funding, and direct actions must be consistent to ensure appropriate use and protection of Syracuse's waterfront.

# INTRODUCTION

## COMMUNITY GOALS + OBJECTIVES

**A range of community engagement techniques were employed throughout the planning process to obtain input and feedback from the public regarding future land use objectives and priority projects within the Syracuse WRA. The input received through this process was synthesized into a community vision and goal framework. This identified vision and goal structure is intended to guide the implementation of projects in the Syracuse WRA. Additional information about public involvement can be found in Section VII.**

### VISION AND GOALS

The City of Syracuse envisions an active, vibrant waterfront along the southern shores of Onondaga Lake, Onondaga and Ley Creeks and the Inner Harbor, that provides a variety of four-season programming opportunities. The WRA is home to residents and businesses, while also serving as a unique destination and experience for visitors, both locally and from afar.

Goals for the Syracuse WRA include:

1. Embrace and provide programming during all four seasons that leverage existing and future assets, including but not limited to Destiny USA, the CNY Regional Market, NBT Stadium, the Onondaga County Aquarium, waterfront lands and a robust trail network.
2. Develop vacant and underutilized properties with a mix of private investment and public space amenities for use by residents and visitors, while addressing any environmental constraints associated with reuse.
3. Preserve and protect natural resources, scenic viewsheds and open space assets in the WRA, while also providing expanded opportunity to connect people to these assets.

4. Enhance visual and physical connectivity within the WRA and to surrounding neighborhoods through the introduction of enhanced multi-modal connections, signage and placemaking elements.
5. Elevate the existing trail network to create a stronger user experience and fill gaps within the network to establish uninterrupted routes to destinations throughout the WRA, and beyond.

## ORGANIZATION OF THE LWRP



### **SECTION I: Boundaries of the Waterfront Revitalization Area**

This section describes the boundaries of the City of Syracuse Waterfront Revitalization Area (WRA) covered by the Local Waterfront Revitalization Program. This section also includes a map delineating the lands and water within the WRA.



### **SECTION II: Inventory and Analysis**

This section describes the socio-economic and physical characteristics within the WRA boundary, as well as an analysis of opportunities and challenges. Key findings within this section serve as a framework and foundation for the development of policies and land/water use recommendations.



### **SECTION III: Waterfront Revitalization Policies**

This section identifies state inland waterway policies applicable to the Syracuse WRA that guide waterfront actions.



### **SECTION IV: Proposed Land and Water Uses and Proposed Projects**

This section describes the recommended land and water uses for the Syracuse WRA. Priority projects identified by the community for implementation are also included to realize the community's vision for future development and recreational opportunities.



### **SECTION V: Techniques for Local Implementation**

This section describes the local laws, management structures, and financial resources necessary to implement the policies and proposed projects within Sections III and IV of this LWRP.



### **SECTION VI: State Actions and Programs Likely to Affect Implementation**

This section includes a list of state actions and programs that must be undertaken in a manner consistent with the City of Syracuse LWRP, as well as a list of state and federal actions that will be necessary to implement the proposed projects identified in the LWRP.

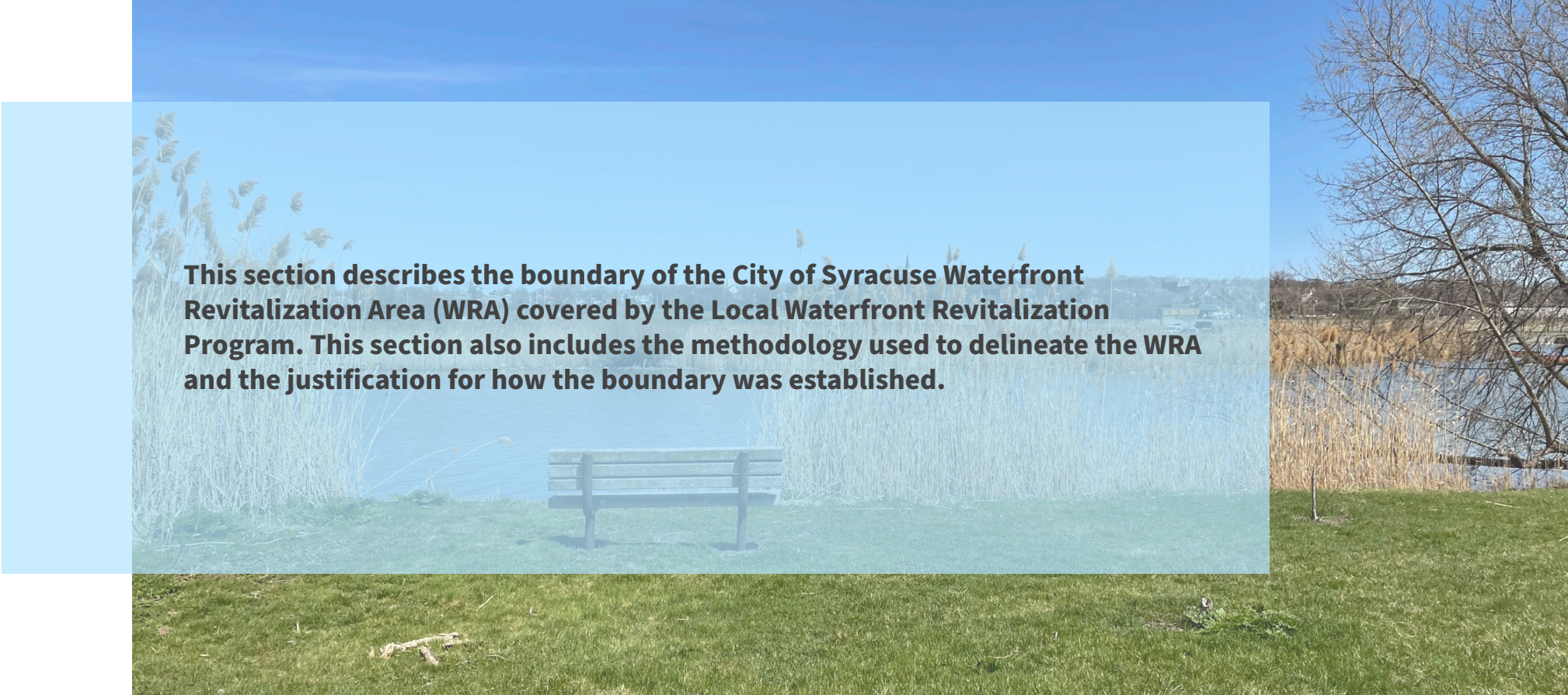


### **SECTION VII: Local Commitment and Consultation with Federal, State, Regional and Local Agencies**

This section summarizes actions taken by the City to obtain local input and support for the LWRP and local commitment to its implementation. This Section also describes the City's consultation with adjacent municipalities and appropriate state and regional agencies during the LWRP process.

## SECTION I

# BOUNDARIES OF THE WATERFRONT REVITALIZATION AREA



**This section describes the boundary of the City of Syracuse Waterfront Revitalization Area (WRA) covered by the Local Waterfront Revitalization Program. This section also includes the methodology used to delineate the WRA and the justification for how the boundary was established.**

View along the Onondaga Creekwalk

# WHAT IS IN THIS SECTION?



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**BOUNDARY DESCRIPTION**

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## SECTION I

# BOUNDARY DESCRIPTION

### CITY OF SYRACUSE WRA

The Syracuse Waterfront Revitalization Area encompasses approximately 1,200 acres within the City of Syracuse along the southern section of Onondaga Lake, Onondaga Creek, including Syracuse’s Inner Harbor, and Ley Creek, as well as the lands adjacent to the lake and creek. The boundary of the Syracuse WRA begins at the point of intersection at the Interstate 690 and City of Syracuse municipal line on the eastern border of the Town of Geddes:

- then, continues in the southeastern direction along I-690 to Van Rensselaer Street (Right-of-way line), approximately 9,447 feet;
- then, continues approximately 3,413 feet in the northeastern direction along Spencer Street to Interstate-81;
- then, continues 4,485 feet in a northwestern direction along I-81 to Hiawatha Boulevard;
- then, continues 3,942 feet northward along Hiawatha Boulevard to 4th North Street;
- then, continues 1,957 feet in a western direction to the railroad tracks (centerlines);

- then, continues 1,893 feet in a southern direction to the west of the railroad tracks and Regional Transportation Center;
- then, continues 1,545 feet in a western direction to the City of Syracuse municipal line and border of the Town of Salina;
- then, continues 7,426 feet, in a southwestern along the City’s municipal line across Onondaga Lake to the point of origin.

The boundary is adjacent to the Towns of Salina to the northeast, and Geddes to the west. The WRA is also within 10 miles of the Towns of Clay, Cicero, DeWitt, LaFayette, Onondaga, Marcellus, Manlius, Camillus, Van Buren, and Lysander and Villages of Baldwinsville, Camillus, East Syracuse, Fayetteville, Liverpool, Manlius, Marcellus, Minoa, North Syracuse, and Solvay.

The land within the boundary contains a mix of land uses, including industrial, commercial, residential and vacant uses. Major destinations within the WRA include Destiny USA, CNY Regional Market, NBT Stadium, Inner Harbor, West Shore Onondaga Lake Park, Loop the Lake Trail, Onondaga County Aquarium, and Onondaga Creekwalk. The area also includes the Metropolitan Syracuse Wastewater Treatment Plant.

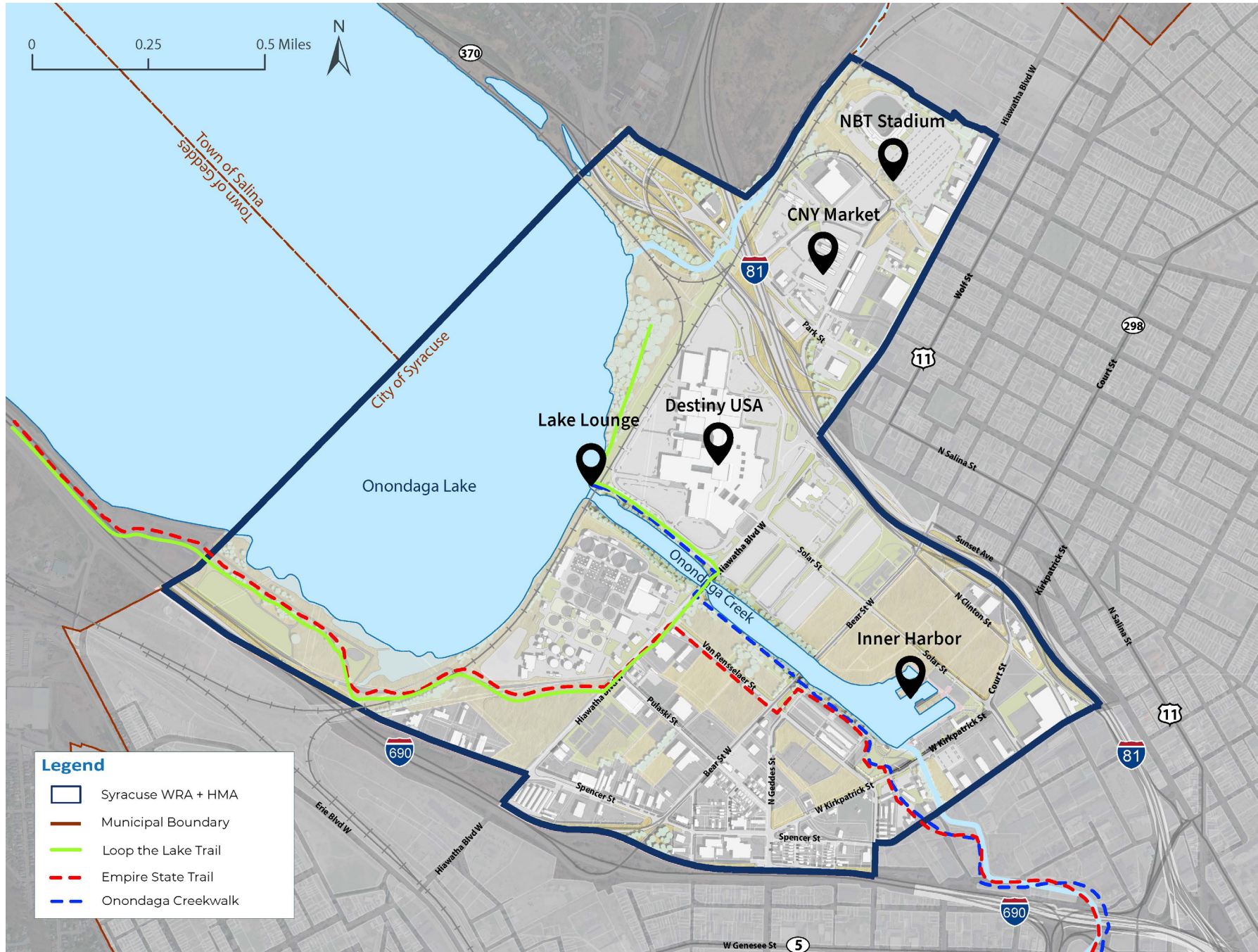
### BOUNDARY JUSTIFICATION

The land within the Syracuse WRA lies adjacent to two designated inland waterways within the City, including Onondaga Lake, Onondaga Creek (and Ley Creek). The WRA encompasses a portion of the regulatory flood plain, State-owned waters, open space ready for revitalization, and regional recreational assets. The available waterfront access combined with the draw of visitors from local destinations and potential for development and revitalization, and policies set forth by this LWRP can be leveraged to stimulate economic development and tourism opportunities within the City through the development of vacant and underutilized sites, as well as adaptive reuse of existing structures. Additionally, while the local waterfront is accessible through trail systems, such as the Onondaga Creekwalk and Loop the Lake trail, gaps in connectivity between assets exist and should be strengthened.

### HARBOR MANAGEMENT PLAN

Article 42 of the Executive Law and Department of State regulations (19 NYCRR Part 600, 601.1 and 603) contain procedures for the development and approval of harbor management plans (HMP) and their local implementing legislation as part of the Local Waterfront Revitalization Program (LWRP). HMPs address areas of conflict, competition and congestion of space and use within surface waters, harbors and underwater lands throughout the WRA. Components of the HMP for the City of Syracuse are included in the Appendix. The Waterfront Revitalization Area and the Harbor Management Plan Area comprise of the same boundaries, as seen on page 7.

# SYRACUSE WATERFRONT REVITALIZATION AREA + HARBOR MANAGEMENT AREA



## SECTION I

# REGIONAL CONTEXT

The Syracuse Waterfront Revitalization Area sits within in the northwest portion of the City of Syracuse, which is conveniently located in central New York State. The City of Syracuse is the region's metropolitan center of Onondaga County, and is approximately 90 miles from the City of Rochester and about 45 miles from the City of Rome. The City is referred to as the 'Crossroads of New York' due to its position and access to two of the state's major transportation routes, including Interstate-81 and the New York State Thruway (Interstate-90).

Additional regional context can be found in Section II of this document.

### SYRACUSE FAST FACTS

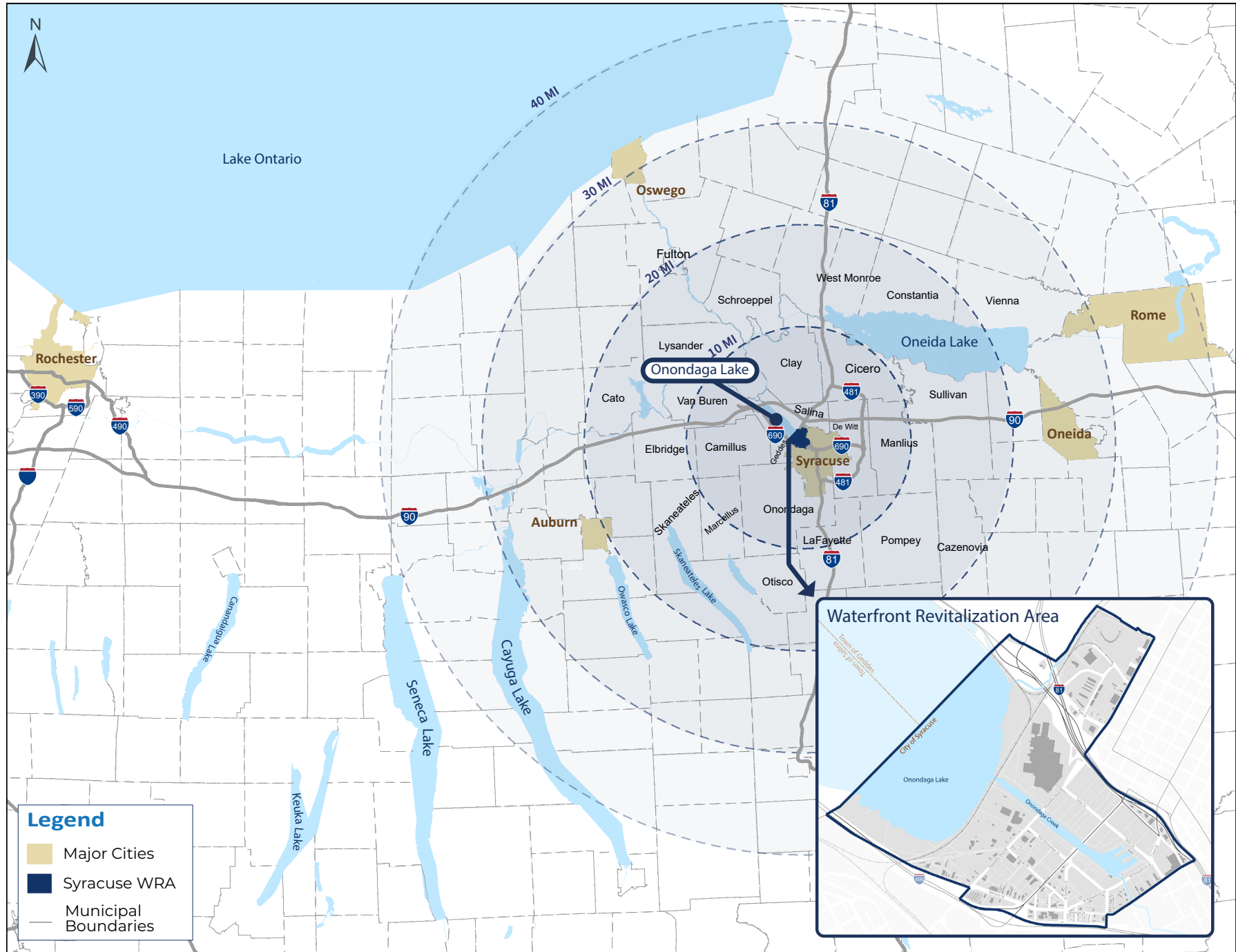
- The Greater Syracuse Area is comprised of rolling terrain and on an elevated area at the southern end of Onondaga Lake.
- Syracuse has a total land area of approximately 25 square miles.
- The City is the fifth most populous city in the State of New York.
- The City of Syracuse is the mid-way point between New York City and Toronto, Ontario.
- Syracuse's Inner Harbor is a part of the New York State Erie Barge Canal.



Aerial view of the City of Syracuse and Onondaga Lake.



# REGIONAL CONTEXT MAP



## SECTION I

# HISTORIC CONTEXT

**This section provides a historical overview of Syracuse’s WRA. The center of the LWRP, Onondaga Lake, has shaped the development of the WRA. Sited on the ancestral lands of Onondaga Nation, the City of Syracuse has a rich history tied to its waterfront along Onondaga Lake.**

### **EARLY HISTORY (Early 1100s)**

Onondaga Lake is thought to be the birthplace of the Onondaga Nation, capital and part of the Haudenosaunee Confederacy (also known as the Iroquois Confederacy). The Onondaga people are one of the original five constituent nations of the Haudenosaunee Confederacy in northeast North America. Their traditional homeland is in and around present-day Onondaga County, New York, south of Lake Ontario. Today, the Onondaga Nation consists of a 7,300-acre territory just south of Syracuse where the Onondaga people maintain sovereignty.

### **INDUSTRIAL HISTORY (1800s - 1970s)**

Syracuse is known as “Salt City” due to the salt springs that existed along the southern shore of Onondaga Lake within the WRA. The salt springs allowed the city to become a top salt producer in the 19th century, boosted by the construction of the Erie Canal, and was the dominant industry in Syracuse until 1926. Salt sheds could be found all across the WRA and beyond, where salty brine was processed into salt.

By the end of the 19th century, the City’s economy shifted from the production of salt to a wider range of industries. The Erie Canal and later the railroad networks established Syracuse as an important transportation hub. As a result, Syracuse saw an influx of industrial and manufacturing businesses located in close proximity to the waterfront and the City’s population continued to grow until the 1950s.

Due to the lack of environmental regulations at this time, many of these industries, like Allied Chemical (now known as Honeywell) disposed of wastes directly into Onondaga Lake, resulting in severely compromised water quality.

#### **The Barge Canal**

The Barge Canal Terminal was constructed

between 1905 - 1918 as an improvement on the old Erie Canal system, strategically located to move goods in and out of the city. Today, the Barge Canal terminal is known as the Inner Harbor.

### **RECENT HISTORY**

In the 19th century, Onondaga Lake was a major tourist and fishing destination with beaches, resorts and amusement parks. As industrial development of the area grew, Onondaga Lake became too polluted for recreation, with swimming banned beginning in 1940, and fishing in 1970. While the waterfront continued to play an important role in the City’s economy, by the 1970s, decline in traditional industries as well as restructuring into the delivery of goods, left areas along the waterfront underutilized.

As a means to reconnect people to the waterfront, construction of the Onondaga Creekwalk began in the 1980s as part of the revitalization of Franklin Square, located immediately to the south of the WRA. Around the same time, fishing was reintroduced.

In 1990, the Carousel Mall, now known as Destiny USA, opened. Destiny USA is the largest mall in

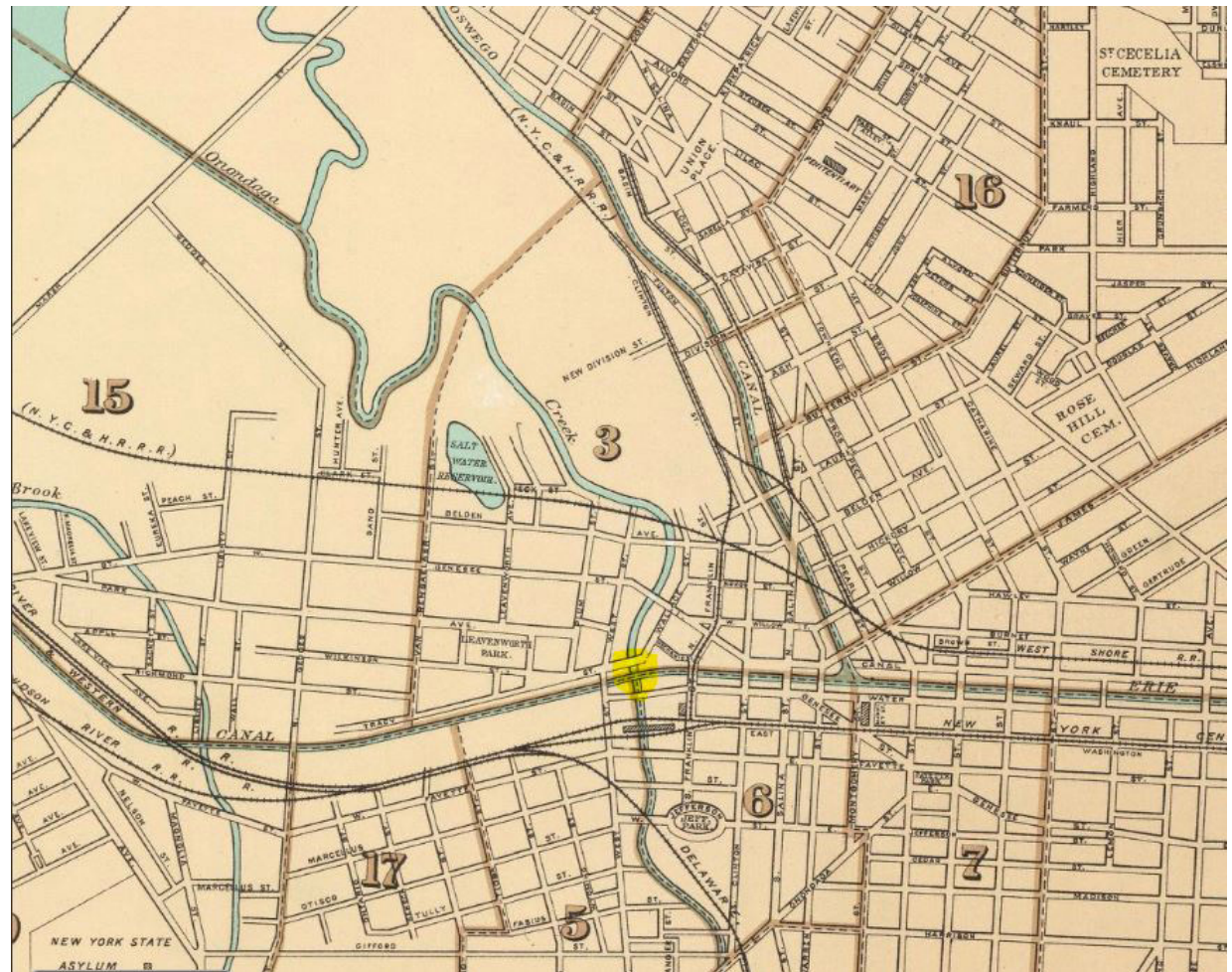
New York State, and 6th largest in the country. The six-story mall is a destination of the WRA, drawing up to 26 million visitors a year. In 1997, Onondaga County opened the NBT Stadium to the public, providing the community with the opportunity to attend minor league baseball games.

## TODAY

Today, Onondaga Lake is the cleanest it's been in over 100 years due to various remediation initiatives (some still on-going). Water quality remained an issue through 2010, when NYSDEC concluded that Onondaga Lake was safe for swimming.

The Barge Canal Terminal is now known as the Inner Harbor, and offers various boating and fishing amenities, walking trails, and other amenities. The Onondaga Creekwalk continues to be a popular destination for walkers, cyclists, and wildlife enthusiasts. Destiny USA continues to draw visitors to the area. In August 2022, Onondaga County law makers approved funding for an aquarium to be built along the eastern banks of the Inner Harbor, which has the potential to spur significant additional investment and bring renewed interest to the WRA.

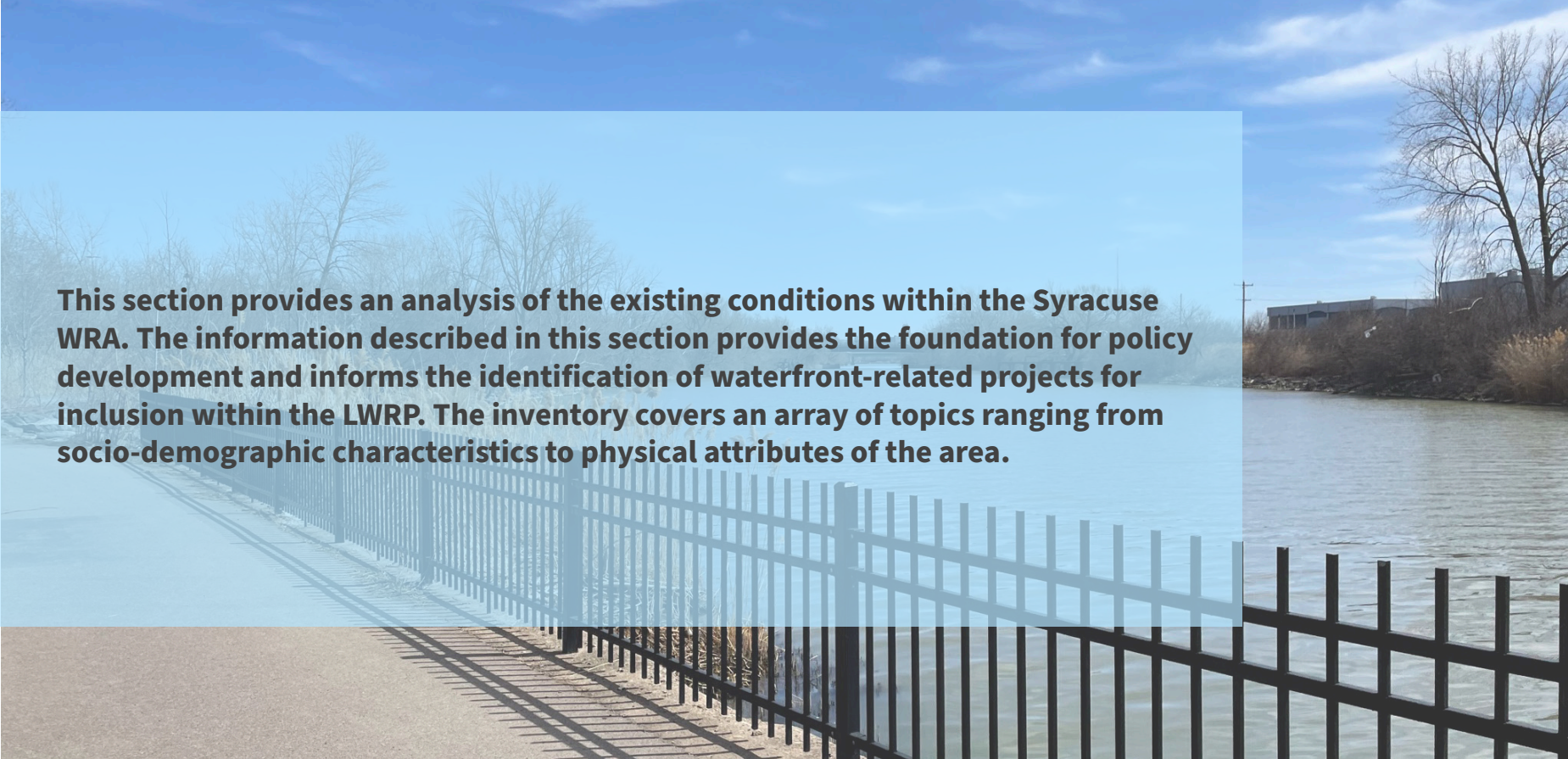
## HISTORIC MAP OF SYRACUSE



1895 Map of the City of Syracuse - Portion of the WRA before the Barge Canal Terminal was constructed

## SECTION II

# INVENTORY + ANALYSIS



**This section provides an analysis of the existing conditions within the Syracuse WRA. The information described in this section provides the foundation for policy development and informs the identification of waterfront-related projects for inclusion within the LWRP. The inventory covers an array of topics ranging from socio-demographic characteristics to physical attributes of the area.**

View along the Onondaga Creekwalk

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## SECTION II

# RELATED PLANS + INITIATIVES

The city of Syracuse has completed numerous recent plans and initiatives that provide a basis for community and waterfront development goals and future land uses. Many of these plans contain recommendations that align with the goals and objectives of the Local Waterfront Revitalization Program.

### **REGIONAL TRANSPORTATION CENTER MARKET AREA MOBILITY STUDY (2020)**

On behalf of the city of Syracuse, the Syracuse Metropolitan Transportation Council (SMTCC) completed a mobility study for the William F. Walsh Regional Transportation Center (RTC) and the CNY Regional Farmers Market. The purpose of the study was to identify appropriate pedestrian and bicycle improvements to enhance access and mobility on Hiawatha Boulevard, recognizing the popular destinations and high amounts of traffic and visitation of the area. Recommended concept plans for this area detail potential pedestrian and bicycle facilities, intersection improvements, and pedestrian accommodations, such as countdown signal heads.

### **APPLICABILITY TO THE LWRP:**

The RTC Market Area Mobility Study covers a similar area as the Syracuse WRA. The Study emphasizes the importance of regional mobility to link residents and visitors to this area of the city. Due to the presence of popular destinations in the area, such as NBT Stadium, RTC, including Amtrak passenger rail station, Regional Market, and Destiny USA, accessibility and safety for multi-modal users is critical to the revitalization of this section of the city.

## RELATED PLANS + INITIATIVES

### REZONE SYRACUSE (2023)

ReZone Syracuse was adopted in July 2023 and includes a city-wide zoning ordinance and map update based on the future land use plan created in the Syracuse Comprehensive Plan 2040. The update focused on form based codes, smart growth principles, traditional neighborhood and transit oriented development. Specific zoning districts within the WRA are described within this section. Please refer to the Land Use + Zoning section on page 46 for additional information.

### LOOP THE LAKE TRAIL (2020)

The Loop the Lake Trail is an initiative led by Onondaga County to create a continuous multi-use trail around the entirety of Onondaga Lake. In August 2020, a 2.25-mile trail extension was completed, which included the construction of an elevated bridge allowing pedestrians to pass over the CSX railroad tracks. A second, smaller trail extension (0.36 miles) was completed in October 2022 extending the trail from the Onondaga Lake Lounge to Murphy's Island. The completion of these two extensions brings the trail length up to over 9 miles, creating connections to the Empire State Trail and Onondaga Creekwalk and providing access to destinations in the WRA, including Destiny USA, the Onondaga Lake

Lounge, and Murphy's Island. Destinations just outside the WRA, which are accessible from the Loop the Lake Trail, include the NYS Fairgrounds and Empower Federal Credit Union Amphitheater at Lakeview.

### PARK STREET NEIGHBORHOOD PROJECT (2018)

In collaboration with the Federal Highway Administration and the New York State Department of Transportation, the City completed the Park Street Neighborhood Greenway project. This project included the installation of bicycle and pedestrian facility improvements along Park Street from Wolf Street to Oak Street, including sharrows for bicyclists, curb cuts with detectable warnings, and high visibility crosswalks at all intersections.

### ONONDAGA CREEKWALK (2017)

The Onondaga Creekwalk is an initiative by the city of Syracuse to complete a multi-use trail for residents and visitors extending from Onondaga Lake and Creek near the Onondaga Lake Lounge, through downtown, ending at Dorwin Avenue along the city's southern border. The Creekwalk formally opened in the early 1990s and has

undergone several construction phases. In July 2020, Phase II of the Creekwalk was completed, bringing the current length of the trail to 4.9 miles. The preliminary design of the remaining Creekwalk is planned to begin within a year.

#### APPLICABILITY TO THE LWRP:

The initiatives described on this page emphasize the importance of multi-modal transportation and connectivity options within the city of Syracuse and Onondaga County. The LWRP seeks to build upon and improve existing pedestrian and bicycle connections to create a unique and functional experience for all users. Additional information about pedestrian and bicycle connections can be found in Section IV. The overarching goals of the ReZone Syracuse initiative also support enhanced building and site design to encourage walkability and a stronger sense of place throughout the city.

## SECTION II

# RELATED PLANS + INITIATIVES

### **FOOD PLAN CNY (2016)**

Food Plan Central New York (CNY) is a collaborative to assess, coordinate, educate and propose recommendations to improve the Central New York Food System. This initiative focuses on the city of Syracuse and Onondaga County in the context of Central New York and provides a planning approach to support an accessible and healthy food system. The Plan provides an overview of the Syracuse Food System and outlines recommendations to improve food distribution and processing, support the local growing economy, and reduce food waste.

Syracuse is a major producer and distributor of healthy food in the Central New York region. Its geographic location near major transportation networks provides significant links to major markets in northeastern United States. Since the Central New York Regional Market Authority (CNYRMA), a regional farmers market with over 20,000 consumers and 400 unique vendors, is located within the Waterfront Revitalization Area there are opportunities to leverage agriculture

and food distribution as part of the LWRP.

### **HIAWATHA-LODI BROWNFIELD OPPORTUNITY AREA (2014)**

The Hiawatha-Lodi BOA (Hi-Lo BOA) Nomination Study was completed in 2014 by the city of Syracuse. The study area for this effort is located primarily along Hiawatha Boulevard from approximately Lodi Street to 7th North Street in the northern end of the city. This boundary slightly overlaps within the northeast section of the Syracuse WRA along the northern side of Hiawatha Boulevard from approximately I-81 to 4th North Street. Through the public outreach process, the community expressed desire to strengthen public safety and develop vacant and underutilized property to enhance the area's sense of place. This study includes recommendations to improve the physical character and economic growth opportunities in the neighborhood, including a series of streetscape and public realm enhancements to improve pedestrian and bicycle connectivity, infill development and adaptive reuse of existing buildings to increase density, and community development initiatives.

### **APPLICABILITY TO THE LWRP:**

Within the Hi-Lo BOA, several future land use objectives and priority projects were identified for land within the Syracuse WRA, including:

- **Infill development on Hiawatha Boulevard, such as industrial flex space, warehousing, or food and beverage establishments.**
- **Streetscape enhancements along Hiawatha Boulevard and Wolf Street.**
- **Intersection improvements at Hiawatha Boulevard and Park Street.**
- **Gateway signage on Hiawatha Boulevard.**
- **Improved pedestrian and bicycle connections to the Inner Harbor area.**



# RELATED PLANS + INITIATIVES

## CITY OF SYRACUSE COMPREHENSIVE PLAN 2040 (2014)

The City of Syracuse Comprehensive Plan was adopted in 2014. The Comprehensive Plan addresses a broad range of topics related to physical and economic characteristics within the city and includes policies and action items to achieve sustainable and thriving neighborhoods. The Comprehensive Plan update details subject-specific components of priority to the Syracuse community, including bicycle infrastructure, historic preservation, land use and development, public art, and sustainability.

## PLAN ONONDAGA (2023)

PLAN Onondaga was adopted in 2023 and details five main focus areas, which include strong centers, housing and neighborhoods, community mobility, greenway and blueways, and agriculture. PLAN Onondaga addresses the importance of strong relationships between the County, municipalities, residents, and businesses, to leverage and prioritize regional public investment and economic development opportunities.

Of the five highlighted focus areas, Strong Centers and Blueways and Greenways align most closely with the LWRP. According to the Plan, strong centers are walkable, people-oriented places that combine jobs, housing, dining, public spaces, entertainment, transportation, culture, and services. The Plan aims to support and enhance existing and new centers of all scales, develop partnerships to grow centers, incorporate multi-modal options in all centers, and invest in public spaces.

In the Plan, greenways and blueways are defined as corridors of open space or waterways that incorporate diverse natural, scenic, and cultural features. The Plan outlines goals to protect and expand greenways and blueways to help grow recreational opportunities, and improve ecological health by formalizing greenway and blueway system planning, investing in the multi-use trail network county-wide, investing in the development of a county-wide blueway system, and preserving ecologic assets within greenways and blueways.

The Plan identifies Onondaga Lake Park, including portions of the WRA and the Loop the Lake Trail, as a greenway and potential blueway.

## APPLICABILITY TO THE LWRP:

Specific action items within the Comprehensive Plan related to the goals and objectives of the LWRP include:

- Reducing negative impacts on the Onondaga Creek watershed, including utilizing green infrastructure and increasing street tree stock in the city.
- Improving quality of life for Syracuse residents by developing a network of neighborhood greenways, green medians and pedestrian and bicycle infrastructure.
- Extending the Creekwalk and Erie Canal trail (now known as the Empire State Trail) throughout the city.
- Supporting the Loop the Lake Initiative around Onondaga Lake.

## SECTION II

# RELATED PLANS + INITIATIVES

### **SYRACUSE LAKEFRONT DRAFT LWRP (2001)**

The city of Syracuse completed the Lakefront LWRP in 2001. The WRA in the LWRP generally covers the same boundaries as this plan update. The Lakefront LWRP provides an analysis of existing conditions, includes waterfront policies, and identifies several proposed land use and water projects within the WRA as defined at the time. This plan was not locally adopted.

### **ONONDAGA CREEK WATERFRONT REVITALIZATION STRATEGY (2013)**

The city of Syracuse completed the Onondaga Creek Waterfront Revitalization Strategy in 2013. The plan aims to develop a revitalization strategy by identifying sites and projects to make Onondaga Creek cleaner, more accessible, legible (ecology) and visible through public space enhancements, and public investments. The strategy builds upon previous plans like the Onondaga Creek Communities report and Onondaga Creek Conceptual Revitalization Plan/

#### **APPLICABILITY TO THE LWRP:**

The 2001 Lakefront LWRP identifies several proposed projects to enhance waterfront accessibility and recreational opportunities, some of which have already been completed:

- Pedestrian bridges to link the Creekwalk to the Loop the Lake Trail;
- Adaptive reuse of the South Pier Freight House into a tourism center;
- Modifications to the Inner Harbor, including stair access and a pavilion;
- Educational programming along the Creekwalk;
- Placemaking improvements, including public art along the Creekwalk and Inner Harbor;
- Streetscape improvements, including enhanced sidewalks, traffic calming measures, and gateway signage.
- Public parking improvements;
- Recreation and tourism improvements, including the expansion of Onondaga Lake Park and the development of an aquarium entertainment center; and
- Several planning studies to advance the vision in the LWRP.



Syracuse Inner Harbor view looking east from Inner Harbor Park

## SECTION II

# SOCIO-DEMOGRAPHIC CHARACTERISTICS

**This section provides an overview of the socio-demographic conditions and trends within the WRA. A review of the socio-demographic trends of the Syracuse WRA in comparison to the City and surrounding region will provide a baseline understanding of community needs. This information will also inform recommendations for revitalization projects within the WRA.**

*Demographic information for this section was collected using ESRI Business Analyst. Data sources include the 2000 and 2010 US Census, the 2015 - 2019 American Community Survey, and ESRI-generated forecasts for 2021 and 2026. It should be noted that in August 2021, redistricting data including U.S. population data was released to the public. This data does not include additional demographics and housing statistics, which was released in Q1 2022. 2020 U.S. Census data is only reflected in the total population counts.*

### POPULATION TRENDS

Approximately 270 residents live in the Syracuse WRA, which comprises 0.2% of the city's population of approximately 148,600 residents. Based on the limited release of 2020 U.S. Census data in August 2021, the city and Onondaga County have increased in population for the first time in a decade. Population change may be attributed to an increase in the number of immigrants and refugees over the last several years, which is a trend seen across the U.S.

### POPULATION BY AGE

The population age structure of the Syracuse WRA is most similar to the County with the majority of the population ranging between the ages of 35 and 64. The Syracuse WRA supports a slightly older population with 25% of residents over the age of 64, as compared to 10% in the city and 14% in the County. Additionally, the Syracuse WRA includes the smallest percentage of those under the age of 15 (6%).

### POPULATION BY RACE

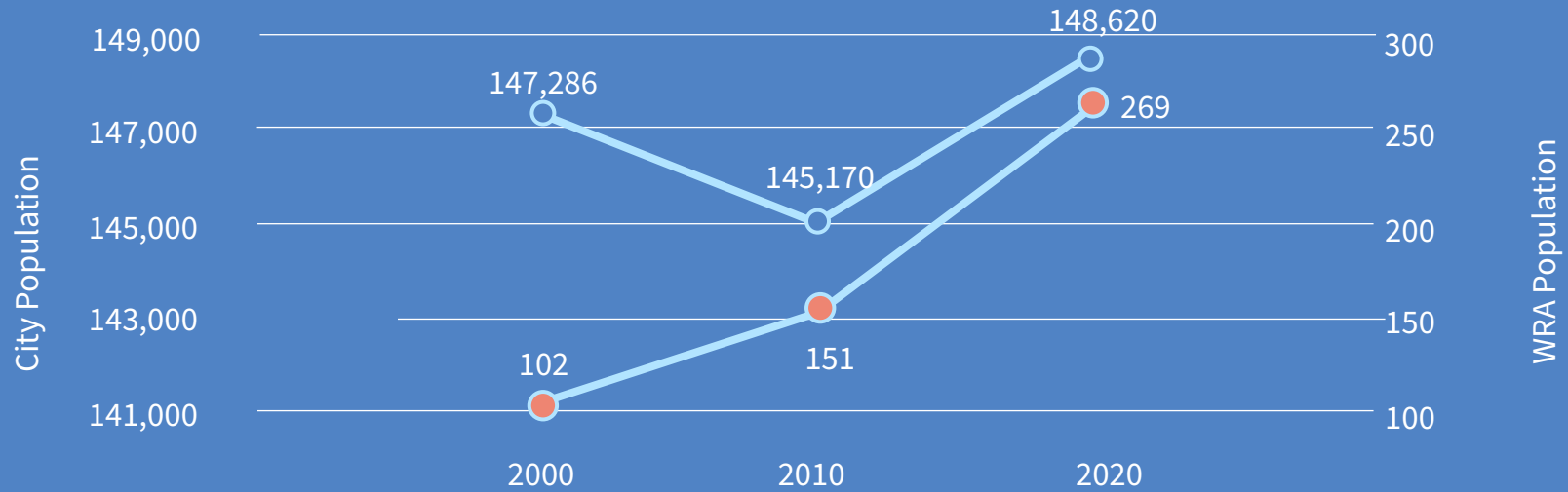
The population in the Syracuse WRA is less diverse than the composition of the city, with approximately 81% of WRA residents identifying as White. The Syracuse WRA has a lower percentage of residents identifying as Black (8.6%), Asian (6%) and Other (4.6%) which comprises approximately 19% of the population, as compared to 43.9% in the city.

### EDUCATION

The educational attainment of residents in the Syracuse WRA is higher than residents of the city and County. Approximately 76% of adult residents in the Syracuse WRA have an Associate Degree or higher, as compared to 39% in the city and 50% in the County. The Syracuse WRA also has the lowest number of those with no high school diploma (3%) as compared to 16% in the city and 8% in the County.

## TOTAL POPULATION

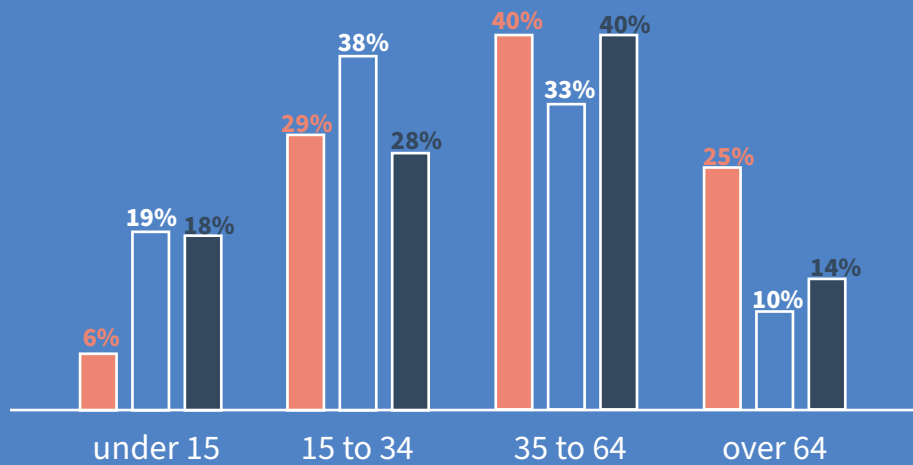
- WRA Population
- City of Syracuse Population



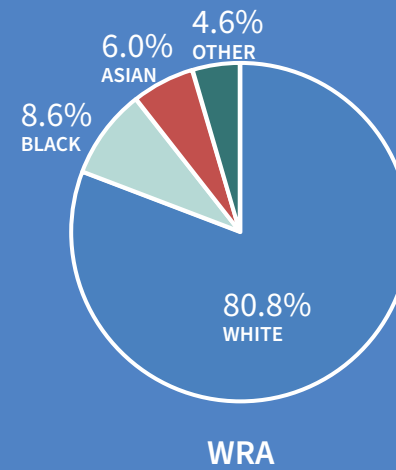
Data Source For Total Population U.S. Census Bureau, Census 2020 Summary File

## POPULATION BY AGE

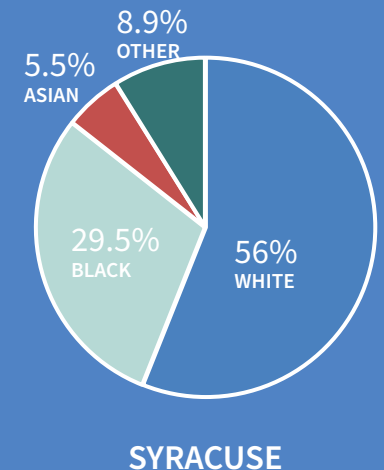
- WRA
- Syracuse
- County



## POPULATION BY RACE



WRA



SYRACUSE

Data Source For Population By Age and Population by Race: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026.

## SECTION II

# SOCIO-DEMOGRAPHIC CHARACTERISTICS

### INCOME

Indicators suggest residents in the WRA have a higher income than residents of the city and County. The per capita income in the Syracuse WRA is approximately \$75,500, which is at least triple the city (\$22,500) and double the County (\$34,200) income rates. The median and average household incomes in the Syracuse WRA are approximately \$70,000 and \$110,000 respectively, as compared to approximately \$37,500 and \$54,600 in the city, and \$60,500 and \$83,000 in the County.

### EMPLOYMENT

In 2021, approximately 4% of the population 16 years of age and older in the Syracuse WRA were unemployed. This is significantly lower than the unemployment rate of the City and County of 12.1% and 7.5% respectively.

A majority of the population in the Syracuse WRA work in the services (75%) and wholesale trades (8.5%) industries. Comparatively, the majority of the city population work within the services (61.5%) and retail trade industries (10.2%).

### HOUSING

In 2021, there were 115 households in the Syracuse WRA with an average household size of 1.74, which is lower than the average household sizes of the city (2.28) and County (2.36). The average household size and population data suggest that many residents in the WRA are single person households.

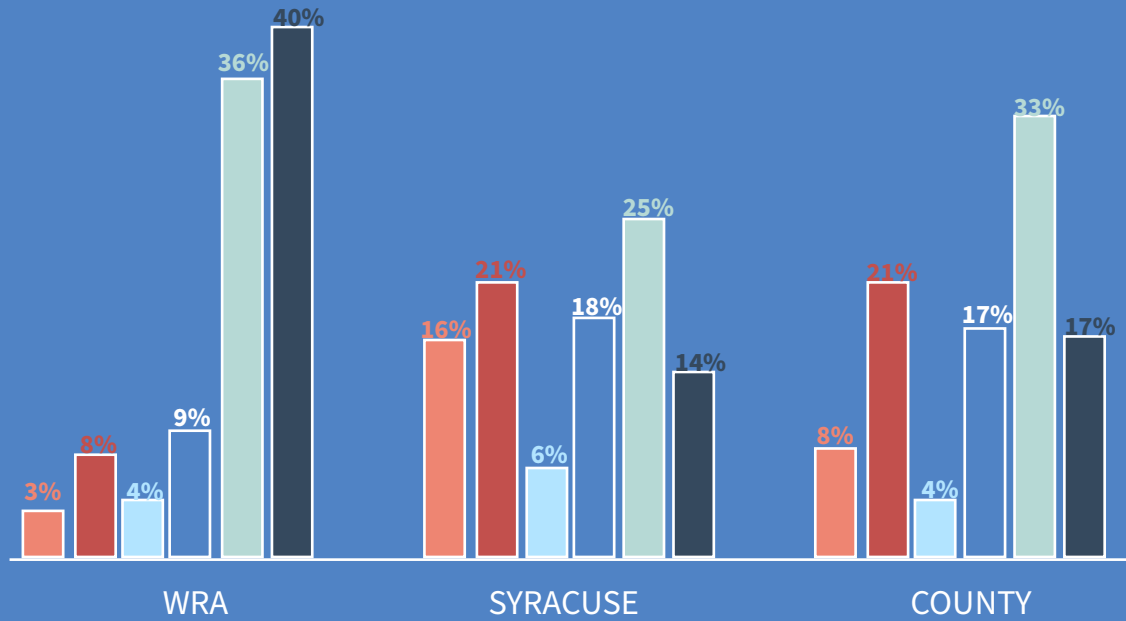
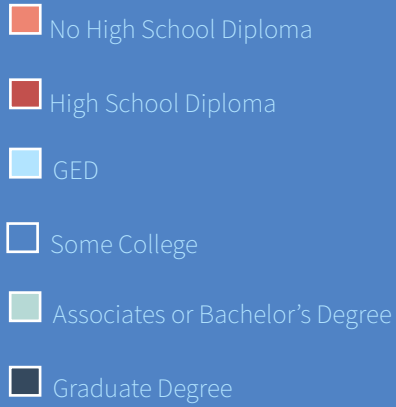
The Syracuse WRA also has the highest number of renter-occupied housing units at a rate of 55%, which is similar to the city (53.8%) but higher than the County (32.6%). The percentage of vacant housing units in the WRA is also significantly higher (34.9%) as compared to the city (13.8%) and County (8.7%).

### KEY TAKEAWAYS

The Syracuse WRA does not contain a large amount of land utilized for residential purposes; therefore, the population in the study area is low. Residents of the Syracuse WRA can largely be characterized by older, wealthier, and well-educated individuals living alone or in households less than three. The majority of residents likely live in an apartment or rent their homes.

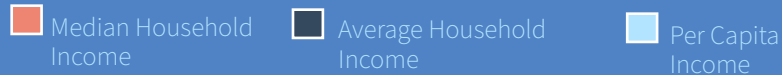
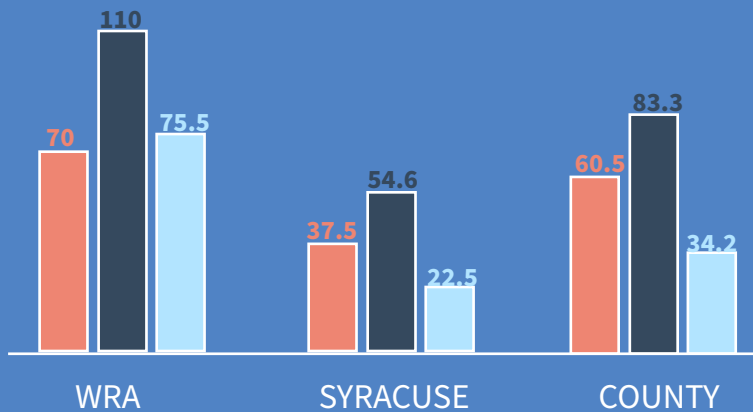
## EDUCATIONAL ATTAINMENT

Data Source For All Graphics: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026.

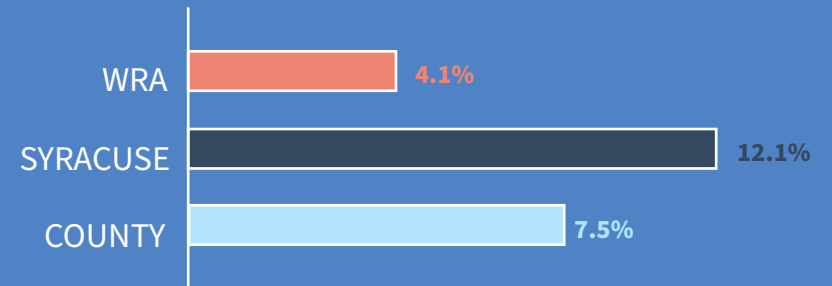


## INCOME (2021)

THOUSANDS OF DOLLARS



## UNEMPLOYMENT RATE (2021)



## SECTION II

# MARKET CHARACTERISTICS

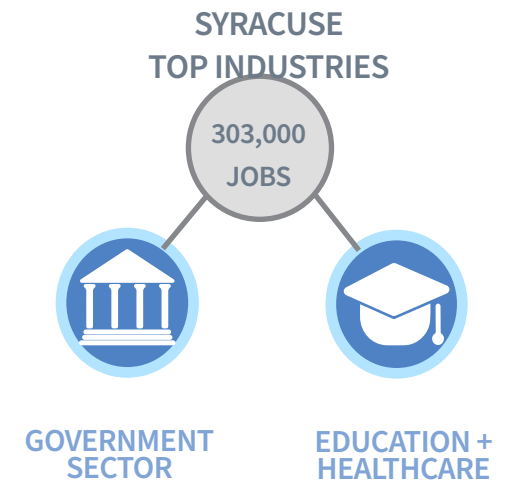
**This section provides a real estate market snapshot for Syracuse and the surrounding regions to help identify future development opportunities within the Syracuse WRA. The economic implications and indications in this section are intended to inform the market potential within the city and WRA. The market sectors covered in this section include Retail, Multi-Family, Office, and Hospitality + Recreation.**

*The work in this analysis relies on public data sources, such as the U.S. Census, American Community Survey and proprietary sources, such as EMSI, ESRI Business Analyst Online, and CoStar.*

### ECONOMIC PROFILE

The economic profile includes an analysis of industry trends within the City of Syracuse. Industry data for this economic profile overview is pulled at the ZIP code level.

The city of Syracuse is home to about 303,000 jobs across all industries. According to the area location quotient, the city includes employers at a higher-than-average regional concentration of education and health services (LQ 1.3) and government services (LQ 1.2). Total employment growth in Syracuse registered slightly higher than the national average. Growth over the coming five years is projected due to the proposed Micron investment, creating an estimated 9,000 jobs directly, and up to 40,000 induced jobs across the region. These trends and projections indicate an opportunity to expand job opportunities in professional and business services, manufacturing and natural resources.



### LOCATION QUOTIENT (LQ)

Location quotient (LQ) is a measure of industry concentration, indicating how concentrated a certain sector in a given area of study, relative to the nation. It can reveal what makes a particular region “unique” in comparison with the national average. An LQ greater than 1 indicates that sector employment in the study area is more concentrated than it is at the national level. The figure below outlines the location quotient in the City of Syracuse.



# MARKET CHARACTERISTICS

Source: CoStar

Syracuse Employment by Industry in Thousands								
	current jobs		current growth		10 year historical		5 year forecast	
INDUSTRY	JOBS*	LQ	MARKET	US	MARKET	US	MARKET	US
Manufacturing	25	1.0	5.17%	5.26%	-0.47%	0.60%	-0.22%	0.20%
Trade, Transportation and Utilities	58	1.0	8.55%	6.94%	-0.75%	0.92%	0.19%	0.48%
Retail Trade	33	1.0	11.12%	7.87%	-0.68%	0.44%	0.20%	0.40%
Financial Activities	15	0.8	1.81%	2.42%	-1.61%	1.41%	-0.31%	0.63%
Government	55	1.2	0.73%	0.36%	-0.49%	-0.18%	0.93%	0.87%
Natural Resources, Mining and Construction	13	0.8	12.62%	6.78%	1.02%	2.57%	-1.03%	0.88%
Education and Health Services	62	1.3	5.22%	6.17%	0.99%	1.64%	1.21%	1.59%
Professional and Business Services	36	0.8	9.38%	7.59%	0.57%	1.92%	-0.23%	1.38%
Information	4	0.7	9.47%	5.49%	-2.07%	0.31%	2.99%	2.08%
Leisure and Hospitality	24	0.8	34.31%	28.93%	-1.54%	0.93%	3.74%	3.15%
Other Service	11	1.0	12.82%	11.95%	-1.09%	0.50%	0.98%	0.92%
<b>Total Employment</b>	<b>303</b>	<b>1.0</b>	<b>7.80%</b>	<b>7.41%</b>	<b>-0.27%</b>	<b>1.05%</b>	<b>0.74%</b>	<b>1.18%</b>

\* in thousands

## SYRACUSE ECONOMY

Syracuse's economy has remained comparatively insulated from the fallout of COVID-19 given its strong ties to the healthcare and transportation and logistics industries. While Syracuse experienced a 2% reduction in job growth compared to the year prior to COVID-19 (2019 to 2020), the main drivers of Syracuse's economy that have been in place for the past decade remain strong and unchanged.

The outlook for the Syracuse economy remains healthy and stable given its ability to attract younger generations, being the home of several universities, on-going investment in infrastructure, and a relatively large pool of skilled labor. Nonfarm payrolls in Syracuse increased at an annual rate of 10.1%. This represents the addition of about 27,000 jobs, the highest rate of increase in over a decade. The industries projected to grow the most over the next 5-years include leisure and hospitality (3.15%), information (2.08%), education and health services (1.59%), and professional and business services (1.38%).

## SECTION II

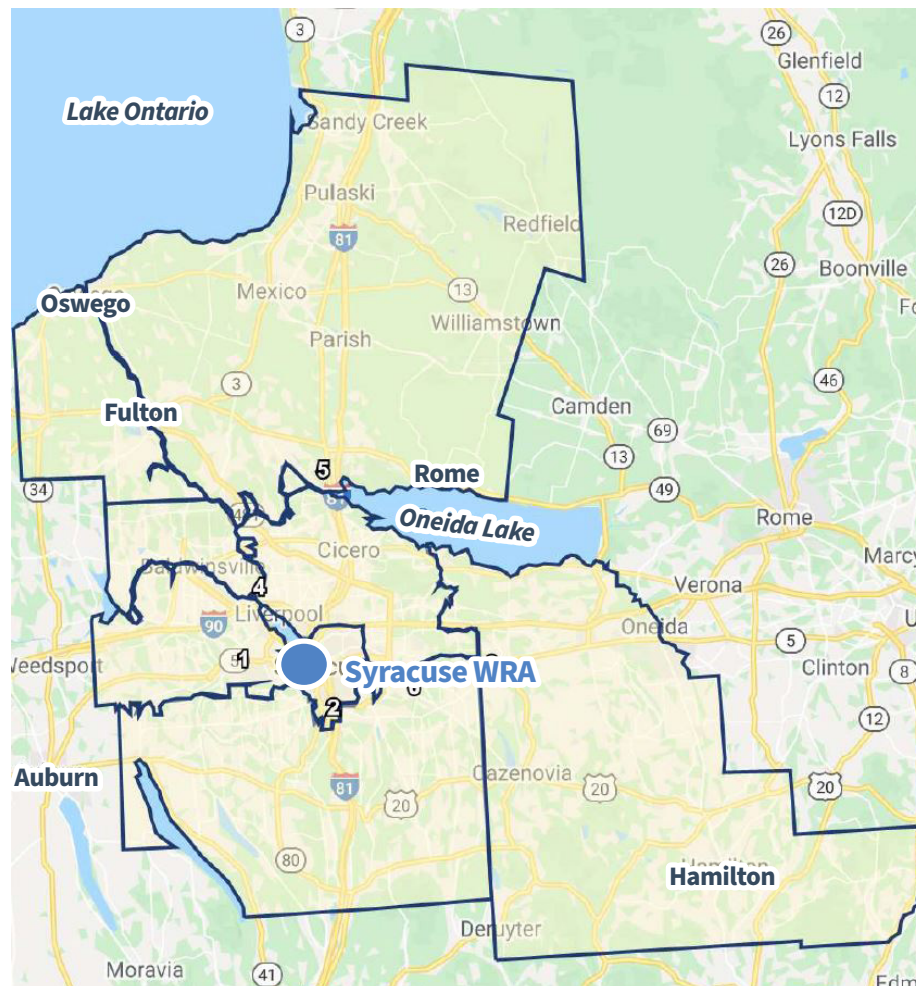
# MARKET CHARACTERISTICS

## RETAIL TRADE AREA

### SYRACUSE TRADE AREA

The trade area for the market analysis is defined by locations within an approximately one hour driving time from the Syracuse WRA. Consumers outside of the trade area typically frequent other regional retail centers such as Rochester or Albany. The trade area delineates how far people will typically travel to acquire retail goods and services in the region. Based on the WRA's location and proximity to highway access, the WRA has a regional draw, meaning consumers are willing to travel for longer distances to acquire specialized goods or make significant purchases.

### SYRACUSE TRADE AREA MAP

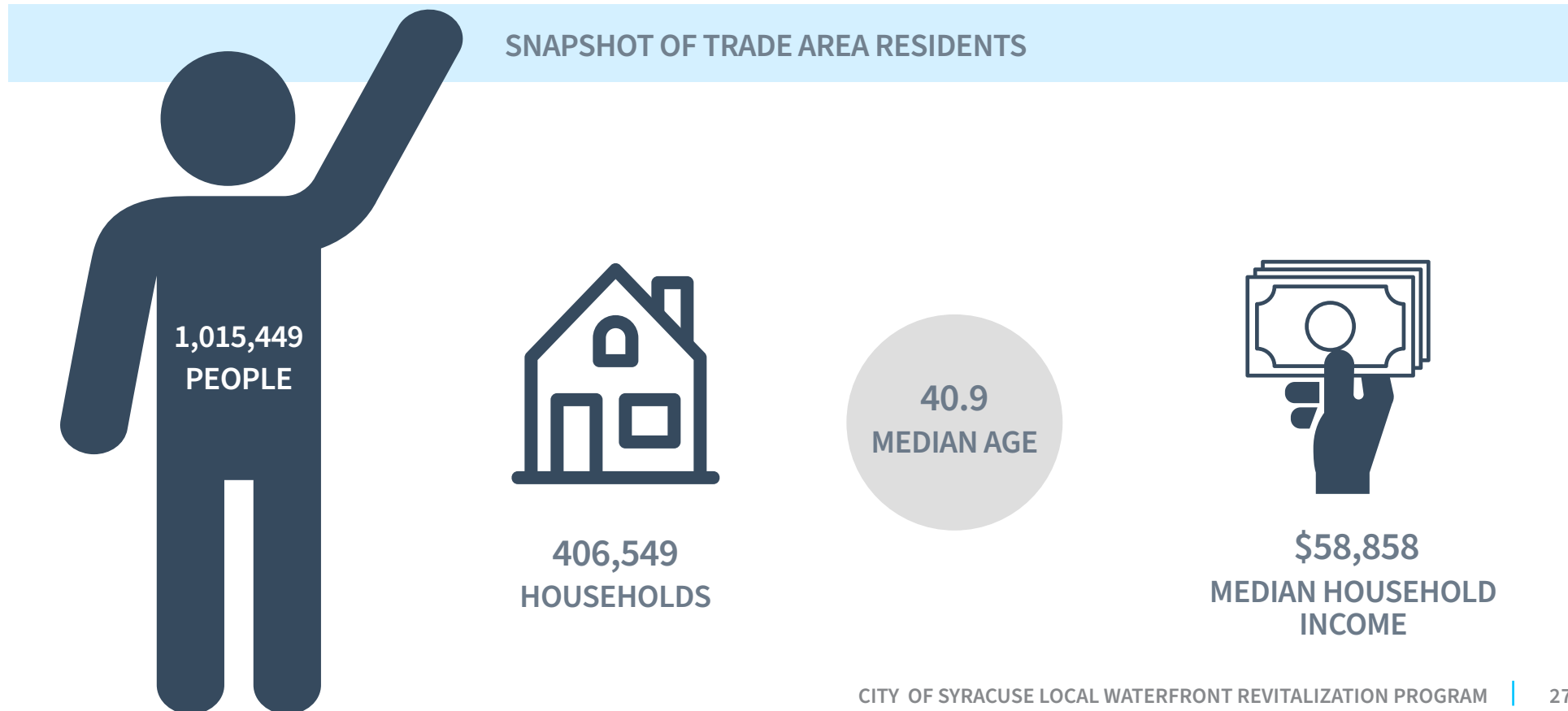


# MARKET CHARACTERISTICS

## RETAIL TRADE AREA

### Trade Area Characteristics

The Trade Area is comprised of just over 1,000,000 people and more than 400,000 households. The median age is 40.9, nearly a decade older than the City of Syracuse, but similar to both the county and the state median ages. The Trade Area median household income of \$58,858 exceeds the City's by about \$21,000 but falls shy of the county and State levels.



## SECTION II

# MARKET CHARACTERISTICS

## RETAIL TRADE AREA

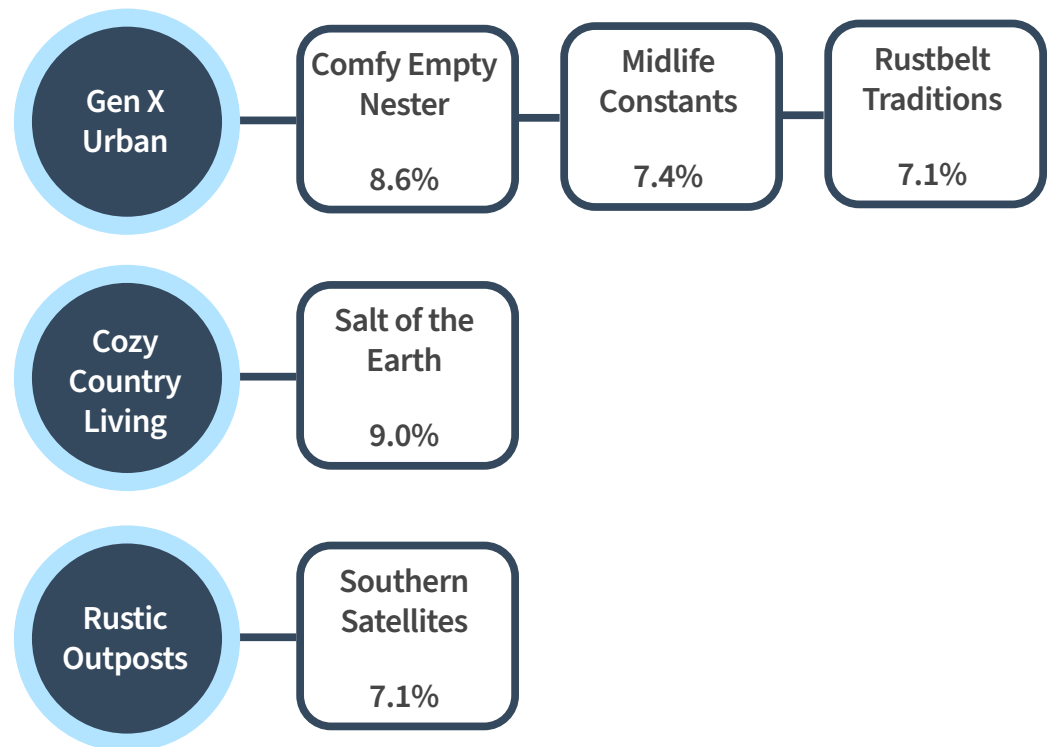
### Retail Market Segmentation in Trade Area

Throughout the US, areas are divided into 67 distinctive segments based on their socioeconomic and demographic composition. These segments can be grouped into 14 LifeMode Groups. The population of the trade area is characterized by the top five consumer segmentations noted in the graphic to the right. These cohorts represent consumers including family-oriented households with school aged children who enjoy the outdoors and buying American made goods and retired Baby Boomers who have a high net worth and enjoy retirement by traveling and visiting family. TV is the primary source of media consumption.

The LifeMode Groups most prevalent and applicable to the trade area are summarized below:

- **Gen x Urban.** Gen X in middle age, families with fewer kids and a mortgage.
- **Cozy Country Living.** Empty nesters in bucolic setting.
- **Rustic Outposts.** Country life with older families, older houses.

The population of the trade area is generally older with disposable income. There is an opportunity to expand recreational opportunities and housing options in the Syracuse WRA to attract new residents and visitors to the area.



# MARKET CHARACTERISTICS

## RETAIL TRADE AREA

### RETAIL MARKET

The Syracuse trade area has a mixture of convenience retail, neighborhood retail, community retail and regional retail types. Each category serves different community and economic needs and requires specific interventions to enhance existing features. Overall, the retail demand in the Syracuse WRA is limited. According to Market Potential Index (MPI), which measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S., the trade area has a higher-than-average MPI in hunting activities, fishing, and archery.

The trade area also has a higher average annual daily traffic count, than surrounding communities due to the location of adjacent interstates, including I-81, I-690, and the New York State Thruway (I-90), as discussed in more detail in the Transportation section of this report. **This data represents an opportunity to expand fishing facilities and general promotion of fishing, water-based and other outdoor recreational and retail activities in the Syracuse WRA to regional tourists and visitors.**

3.8%

PARTICIPATED IN HUNTING  
WITH SHOTGUN IN LAST 12  
MONTHS

4.4%

PARTICIPATED IN HUNTING  
WITH RIFLE IN LAST 12  
MONTHS

11.9%

PARTICIPATED IN FISHING  
(FRESH WATER) IN LAST 12  
MONTHS

2.9%

PARTICIPATED IN ARCHERY  
IN LAST 12 MONTHS

## SECTION II

# MARKET CHARACTERISTICS

## RETAIL TRADE AREA

### Trade Area Retail Driver – Destiny USA

A key retail destination in the Syracuse trade area is Destiny USA, which is the largest entertainment venue in the state of New York (and the 6th largest in the county). Destiny USA offers 2.4 million square feet of leasable space for retail and has capacity for over 200 stores. The venue is not only an entertainment and retail hub in the City and state, but is also the home to the New York State Welcome Center. As a major regional draw, Destiny USA brings thousands of jobs to Syracuse and surrounding communities, and attracts more than 26 million visitors per year.

Following the trend of the previous decade, Destiny USA faces competition from online retailers, which has been exacerbated by the COVID-19 pandemic. Major anchor retailers have recently closed, including J.C. Penney (2020), Lord & Taylor (2020), and Best Buy (2021); however, several others, including Aredene and Mastermind have recently opened, with Hobby Lobby and Hugo Boss opening in the venue soon.

**As a regional destination, the presence of Destiny USA impacts the potential retail market demand in the WRA. Future supportable retail in the area is more likely to be successful if it were highly specialized or tied to other demand generators, such as hotels or proximate tourism options and venues.**



Destiny USA in the Syracuse WRA.

# MARKET CHARACTERISTICS

## RETAIL TRADE AREA

### Retail Real Estate Trends

Retail development and construction has been minimal in the Syracuse trade area. The most recent retail development within a two-mile radius of the WRA came to market in 2019 on North Townsend Street. Other properties include a restaurant on Spencer Street and a Kinney Drugs and Cricket Wireless on Butternut Street. There is one retail property under construction in the Greater Syracuse Market located in Liverpool - a relatively small, 2,500 square foot development.

Recent Retail Development within a Two- Mile Radius of WRA			
PROPERTY ADDRESS	RENT/SF/YR	YEAR BUILT	TYPE OF STORES
618 N. Townsend Street	\$10.00	2019	Unoccupied *as of Nov 2020
405 Spencer Street	\$12.35 - 15.09 (est.)	2018	Restaurant
450 James Street	\$17.73 - 14.33 (est.)	2017	Unknown
400-402 Butternut Street	\$14.45 - 17.66 (est.)	2015	Kinney Drugs, Cricket Wireless
400 Spencer Street	\$9.99 - 12.21 (est.)	2015	Financial Advisors
1701 N. Salina Street	\$9.79 - 11.97 (est.)	2013	Family Dollar



Retail property under construction on 414 7th North Street.

# THE FUTURE OF MALLS

It is estimated that over the next five years 25% of US malls are to close. In November of 2020, shopping center traffic was down 42% from the year prior and 22% lower in 2019 than 2018 before the advent of COVID-19. With these projections, how can shopping malls remain relevant while facing unprecedented consumer behavior pattern changes and increasingly potent online competition?

**6** CRITICAL CHANGES THAT MALL LANDLORDS SHOULD UNDERTAKE - AND DESTINY USA IS IN THE PROCESS OF IMPLEMENTING:

**FOCUS ON SAFETY AND CONVENIENCE**

**RETHINK THE ROLE OF THE STORE**

**MAKE WAY FOR THE FOOD REVOLUTION**

**EMBRACE TECHNOLOGY**

**BECOME A NEW DESTINATION**

**ACCOMMODATE RISING DEMAND FOR HOUSING**

**50%** OF AN ESTIMATED 1,100 ENCLOSED MALLS WILL BE IN THEIR ORIGINALLY OPERATING FORMAT WITHIN 10 YEARS.

PROPOSED ALTERNATIVE USES FOR ENCLOSED MALLS ARE CLINICS, APARTMENT COMPLEXES, HOMELESS SHELTERS AND WAREHOUSE DISTRIBUTION CENTERS FOR ONLINE RETAILERS. MALLS ARE ALSO EXPANDING THEIR USES TO ACCOMMODATE MORE PUBLIC USES AS WELL, INCLUDING TRANSIT HUBS, MULTI-FAMILY HOUSING, FITNESS CENTERS, EDUCATIONAL CAMPUSES AND RESEARCH CENTERS.



TO COMPETE WITH GROWING ONLINE RETAIL, MALLS ARE UTILIZING THEIR SPACE TO OFFER UNIQUE IN-PERSON EXPERIENCES. THIS COULD INCLUDE PERSONALIZED SHOPPING OR EVEN VIRTUAL OR AUGMENTED REALITY. DESTINY USA IS ACTIVELY ENGAGED IN AND PURSUING ADDITIONAL PROJECTS TO SUPPORT THESE TYPES OF UNIQUE EXPERIENCES FOR THEIR PATRONS.

MALLS ACROSS THE COUNTRY ARE TAKING VARYING APPROACHES

TO **ATTRACT AND MAINTAIN CONSUMER**

**FOOT-TRAFFIC**

INCLUDING MICRO-RETAILING, EXPERIENTIAL SHOPPING, AND ENDLESS AISLES WITH DIGITAL KIOSKS. MALLS ARE ALSO

**EXPANDING**

**THEIR**

**PRESENCE** TO ALLOW SHOPPING AND BROWSING ONLINE AND HAVING IN-STORE OR CURB-SIDE PICK UP. DESTINY USA CURRENTLY OFFERS ADDITIONAL PARKING SPACES DESIGNATED FOR CURB-SIDE PICKUP.



# MARKET CHARACTERISTICS

## MULTI-FAMILY RESIDENTIAL

### MULTI-FAMILY MARKET

There are currently 32,420 multi-family units within the Syracuse trade area, with a low vacancy rate of 3.25%. Currently, there are 79 high-rent (asking rent of \$1,663) units under construction and zero units under construction with asking rents at or below \$1,046 in the trade area. These units represent the only multi-family construction in the surrounding residential market including Baldwinsville/Camillus, Madison County, North Syracuse/Liverpool, Oswego County and Southern Onondaga County.

Two multi-family properties have been built within a two-mile radius of the WRA – one on South Salina Street and another on North Townsend Street. In the last five years, 20 multi-family properties were built in the area surrounding the WRA.

Even with the challenging circumstances brought on by the COVID-19 pandemic, asking rents rose at an annual rate of 4% over the last year following growth of about 2.6% over the prior three years. In that same time frame, over 1,100 multi-family units were delivered to the trade area market, expanding inventory by 3.5%.

The continued growth of the multi-family market will help to continue to draw in young professionals and new generations to increase the population of Syracuse and the WRA. A growing population is a strong economic indicator, allowing employers to find a skilled workforce to expand operations. An increase in population will help drive overall demand for retail and everyday goods in the WRA and across the city.

In October 2022, Micron Technology announced plans to invest \$100 billion in the creation of a mega-complex for computer chip development in Clay, NY, just north of the City of Syracuse. The project is estimated to bring up to 9,000 jobs to the area, and an additional 40,000 supply-chain and construction jobs to the area over the next 15 years. This investment has the potential to impact the entire region as demand for housing, services, and entertainment grows. Destiny USA has the opportunity accommodate multi-family housing and additional recreational opportunities as demand for housing and activities in the region grows. These uses would not require any zoning amendments. There is also privately owned vacant land in WRA that could potentially accommodate additional housing in the future.

### TRADE AREA MULTI-FAMILY UNITS



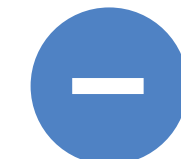
**UNITS**  
32,420



**VACANCY RATE**  
3.25%



**ASKING RENT**  
\$1,012



**NET ABSORPTION (UNITS)**  
48



**CONSTRUCTION (UNITS)**  
78

## SECTION II

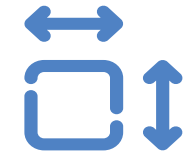
# MARKET CHARACTERISTICS OFFICE

### OFFICE MARKET

The Syracuse market for office space has stagnated, along with rents, experiencing a reduction in net square footage absorption over the past 12 months. Prior to COVID-19 Syracuse experienced a 1.2% average annual growth rate in rents over the previous three years. Vacancies in Syracuse had remained relatively in line with their 10-year average. The past four quarters, however, saw an increase in vacancies of 0.9%. Looking forward, the projected vacancy outlook is optimistic with an estimated reduction in vacancy rate from the historical average of 8.7% to 7.6%.

Multiple office developments came online within two miles of the WRA since 2019, including one on North Geddes Street, one on Greenfield Parkway, City Center on South Salina Street, and Salt City Market. As working from home protocols becomes the rule and not the exception, the need for office space in typical settings like central business districts will continue to shift. **According to these trends, there is not a strong demand for additional office space in the Syracuse WRA.**

#### TRADE AREA OFFICE SPACE



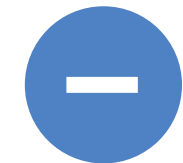
RENTABLE BUILDING AREA  
28,748,928



VACANCY RATE  
8.10%



MARKET RENT  
\$17.32



NET ABSORPTION SF  
67,075



UNDER CONSTRUCTION  
0



Montreal Construction transformed an old truck terminal at 1004-1014 N. Geddes St. in Syracuse into modern office space.

# MARKET CHARACTERISTICS

## TOURISM + HOTEL MARKET

### TOURISM MARKET

The tourism industry is crucial to New York State growth as well as growth locally in the City of Syracuse. In 2019 alone, 265.5 million people visited New York State, spending \$73.6 billion and generating an economic impact of \$117.6 billion. Within the Syracuse WRA, there are a number of destinations and tourist attractions that not only provide residents with access to cultural, recreational and social amenities, but they also draw in visitors from across the region. With the resurgence of Onondaga Lake and planned investments such as Micron Technology and the Onondaga County Aquarium, the Syracuse WRA has great potential to stimulate tourism growth and development. The time is right to raise visitations to existing activities, develop new recreational events and activities, and create awareness of newer amenities of upcoming additions to Syracuse's landscape.

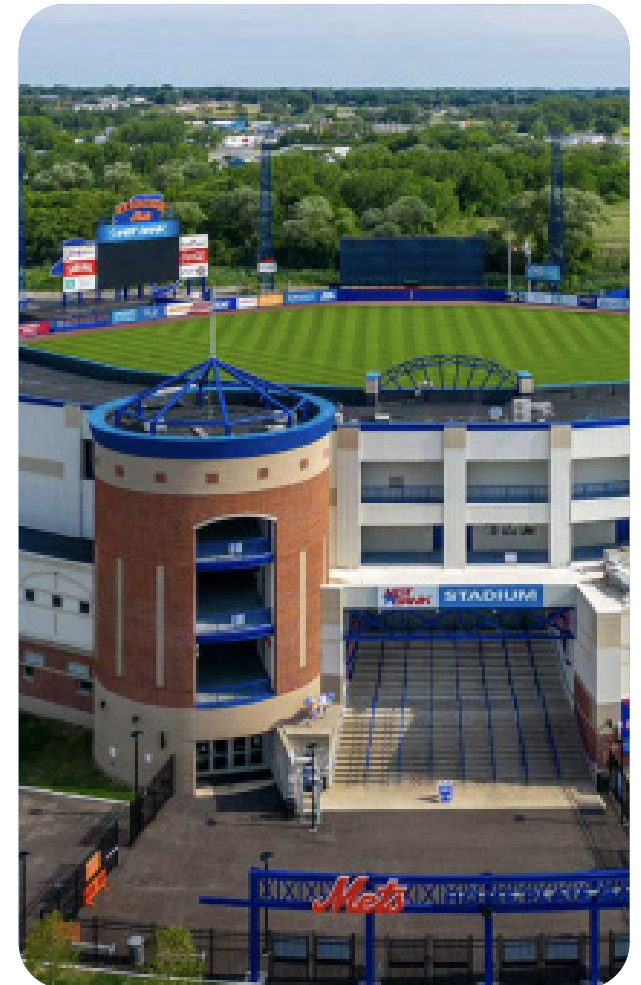
### Key Tourism Destinations

There are several key tourism destinations within and proximate to the Syracuse WRA that attract a wide variety of visitors to the area including Destiny USA, NBT Bank Stadium, CNY Regional Market, Syracuse Inner Harbor and

NYS Fairgrounds among others. Other important recreational assets, including parks and trails are described in detail in the following sections.

### NBT Bank Stadium

NBT Bank Stadium is a baseball stadium owned by Onondaga County and located in the northeastern portion of the Syracuse WRA. It is the home of the Syracuse Mets, the New York Mets affiliated Triple-A Minor League Baseball. The stadium offers affordable tickets, ample parking, a variety of food and beverages. In 2019, Onondaga County approved a 25-year lease extension with the Mets and a \$25 million in future renovations to the stadium. Renovations began in 2020 and include a number of updates such as new, larger seats with cup holders, an interior and exterior paint job to match the Mets' branding, new LED lighting, construction of a bar area behind the left-field wall, the renovation and expansion of the Hank Sauer Room and party deck in right field, a new playing surface. The stadium has a seating capacity of over 10,000 seats and is located directly adjacent to an AMTRAK station and other car-alternative transportation options. **There is an opportunity to leverage this asset to develop additional tourism draws and retail establishments in the Syracuse WRA.**



NBT Bank Stadium.

# KEY TOURISM DESTINATIONS



**Legend**

- Syracuse WRA + HMA
- Municipal Boundary

**Tourism Assets**

- ① NBT Bank Stadium
- ② CNY Regional Market
- ③ Destiny USA
- ④ Syracuse Inner Harbor
- ⑤ Onondaga Lake Visitor Center
- ⑥ New York State Fairgrounds
- ⑦ Lakeview Amphitheater
- ⑧ Lake Lounge
- ⑨ Future Onondaga County Aquarium
- ⑩ Empire State Trail Bridge

**Lodging**

- ① Embassy Suites by Hilton
- ② Aloft Syracuse Inner Harbor

## SPORTS & RECREATION INVESTMENT TRENDS

Development projects currently underway in districts adjacent to urban baseball stadiums in Worcester, MA and Hartford, CT offer insights into investment trends and potential development opportunities for sites near NBT Bank Stadium. Despite the disruption to the real estate market caused by the pandemic, both projects are moving forward.

### THE POLAR PARK

The Polar Park development, which will be home of the Worcester Red Sox in downtown Worcester, MA, is a relocation of the Triple-A “Paw Sox” from Pawtucket, RI. In addition to a new stadium, plans for adjacent properties include nearly 1,000 multi-family units, offices that overlook the ballpark, two hotels, and a 350-space parking garage. Pending the identification of a tenant, the project will also include 200,000 SF of space for life sciences research and development, which is one of the city’s fastest growing economic sectors. Interestingly, the developer is planning to build 3-bedroom apartments in the first 228 unit building to test the market. The residential components are intended to attract a wide market, but interest so far is highest among 20- to 30-year-olds.



### DUNKIN’S DONUTS PARK

Dunkin’ Donuts Park in the ‘North Crossing’ district of Hartford, CT is home to the Hartford Yard Goats, a Double-A Minor League Baseball team. Adjacent first-phase projects include a 330-space parking garage, 270 mixed-income studio, one- and two-bedroom apartments, and 11,000 SF of restaurant, retail, and entertainment venue space. The second phase of the project is expected to include 532 multi-family rentals, a 541-space parking garage, and additional retail space. The second phase also includes plans for a grocery store, which would bring much-needed fresh food options to this section of the city.



## SECTION II

# MARKET CHARACTERISTICS

## TOURISM + HOTEL MARKET

### CNY Regional Market

Located between NBT Bank Stadium and Destiny USA, the CNY Regional Market provides fresh food to the community at its year-round outdoor farmers' market, as well as antiques and collectibles at its flea market. Currently, the Farmers Market operates on Saturday and Thursday, with over 300 vendors including farm fresh produce, meats and seafood, locally sourced breads and dairy products, baked goods and uniquely blended beverages and more. Saturdays are the CNY Regional Market's busiest day with approximately 10,000 visitors during the peak summer season. Established in 1938, the CNY Regional Market is the region's longest-running farmers' market.

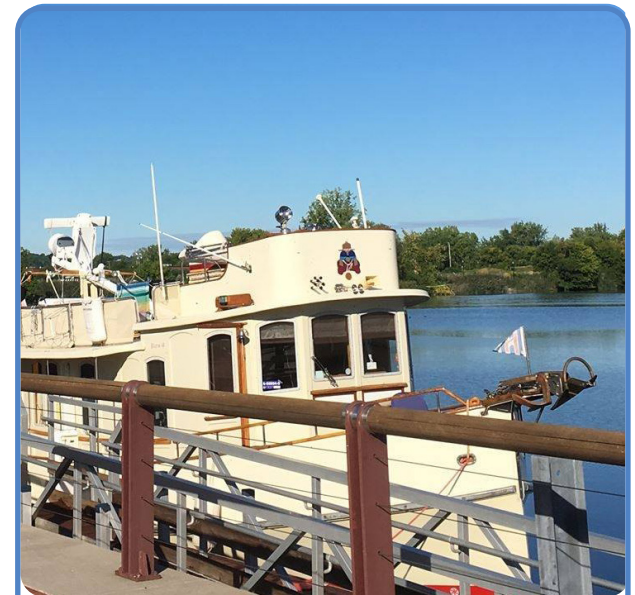
### Destiny USA

Destiny USA, as described in the Retail section of this report is a major entertainment venue in the Syracuse WRA attracting over 26 million people annually. Destiny USA has continued to build upon this and now offers a variety of entertainment options for everyone. The shopping and entertainment center features an on-site Embassy Suites hotel, the I Love New York Central New York Welcome Center, and its own motor coach business. In 2019, the motorcoach

tours experienced an 11% increase in arrivals over the prior year.

### Syracuse Inner Harbor

The Inner Harbor was built in the early 1900s as part of the NYS Barge Canal and is located at the south end of Onondaga Lake. The Harbor formerly built and launched boats and was used for freight traffic, including later deliveries to what was known as Oil City. Since 1989 the area has been rebranded to the "Lakefront". Beginning in 1988, the area was first publicly targeted for redevelopment. COR Development was selected by the City of Syracuse to develop 28 acres surrounding the Inner Harbor. The Inner Harbor is envisioned to be a pedestrian friendly mixed-use neighborhood that focuses public access to the water's edge. The master plan proposes a phased development, with retail, office, residential, educational, and recreational spaces, and represent over \$350 million dollars of construction costs. Visitors can walk along the brick walkways, drop in a kayak or canoe, enjoy some fishing or dock their boats overnight. The Inner Harbor is conveniently located near other local destinations such as Destiny USA, the CNY Regional Market and Franklin Square. Construction of the Onondaga County Aquarium is anticipated to begin in 2024, establishing another destination in the Inner Harbor.



The Inner Harbor, located in the Syracuse WRA, is accessible and walkable to surrounding residential neighborhoods, downtown and major interstates. The lakefront features a variety of restaurants, bars, breweries, hotels, trails and shops. This area of Syracuse offers a unique blend of old and new, while providing public access to the water.

# MARKET CHARACTERISTICS

## TOURISM + HOTEL MARKET

### New York State Fairgrounds

Located just outside the boundary, on the west side of Onondaga Lake, the NYS Fair is a 13-day showcase of agriculture, entertainment, education and technology. The Great New York State Fair is the nation's 3rd largest fair in the United States and was founded in Albany by a group of farmers and legislators to promote agricultural improvement and local fairs. By 1841, the City of Syracuse hosted the nation's first state fair, attracting an estimated 10-15,000 people. By the year 2019, the fair reached a record breaking attendance, with more than 1.3 million visitors. The Fairgrounds are also home to the Empire Expo Center – a year-round facility that hosts a number of events that attracts people from around the region. It is estimated that the NYS Fair and off-season events at the Empire Expo Center generate more than \$120 million annually in the local economy. With capital improvements at the facility every year, job opportunities are created for the local trades, and as well as an additional 15,000 part-time jobs during fairtime.

The most recent figures for 2023 visitations to the New York State Fair show daily figures up from 2022. When the decision was made to cancel the State Fair due to the pandemic in 2020, it was reported that Onondaga County lost out on upwards of \$100 million in economic impacts. In 2021, additional dates were added to the fair to take precautions against over-crowding and potential spread of COVID-19. The fair returned to the normal number of days in 2022.

#### VISITOR SPENDING FOR FAIR GOERS

When families or groups make the trip to a Fair, there are related purchases that individuals typically buy. The approximate spending per person per trip to a fair includes \$27 for food and drink, \$31 for entertainment, \$18 for travel, \$31 for shopping, and \$49 for lodging. This spending occurs throughout the community, bringing additional economic activity beyond the bounds of the Fairgrounds.



Former Governor Cuomo announced in June 2021 that the I Love New York program through Empire State Development would turn its focus to Upstate New York attractions like Syracuse, Niagara Falls, and Alexandria Bay. This policy shift and attention on upstate activity like the fair and other locations in Syracuse could serve as a prime opportunity to drive traffic to certain areas and spur investment in upgrading tourism infrastructure like lodging, amenities and transportation connections.

# MARKET CHARACTERISTICS

## TOURISM + HOTEL MARKET

### Onondaga Lake Visitor Center

Located just to the north of the Syracuse WRA boundary, the Onondaga Lake Visitor Center was built by Honeywell to provide the public with access to the Onondaga Lake Cleanup. The Center offers information on the on-going cleanup of Onondaga Lake and the future recreational enhancements that will be available. The Center provides views of the lake and is connected to the Loop the Lake trail and the nearby Lakeview Amphitheater.

### Lakeview Amphitheater

The Empower Federal Credit Union Amphitheater at Lakeview ("Lakeview Amphitheater") is located on Onondaga Lake just north of the Syracuse WRA and is a premier destination for outdoor music concerts.

### Other Destinations

Additional destinations in the City that draw a number of visitors to the area include colleges and universities, such as Syracuse University, and the JMA Wireless Dome (formerly the Carrier Dome), Cazenovia College, Le Moyne College and SUNY Upstate Medical University. Downtown destinations also include theaters and restaurants, Armory Square and the Museum of Technology and Science (MOST).

### Recreational Resources

In addition to tourism resources, the Syracuse WRA contains recreational resources for residents and visitors to enjoy, including Onondaga Lake and trail network, such as the Empire State Trail, Loop the Lake trail, and Onondaga Creekwalk. Murphy's Island is located on the southern shore of Onondaga Lake and is owned by Onondaga County. This area supports significant wildlife populations, including bald eagles and is only accessible to the public by the trail network. The Lake Lounge along the shore of Onondaga Creek is another area frequented by visitors to view Onondaga Lake and increasingly bird watch. The Lake Lounge is located just west of Murphy's Island. Other recreational resources, including boating and fishing, as well as the trail network are described in the Transportation and Water-Dependent Uses sections of this report.

### ECOTOURISM



Ecotourism is a form of tourism involving responsible travel to natural areas, that promotes the conservation and enhancement of the environment. The programming of Onondaga Lake Visitor Center describes various remediation projects along Onondaga Lake and is an example of successful ecotourism as it connects people with nature, while celebrating the revival of natural habitats in the WRA.



## BUILDING WATERFRONT DEVELOPMENTS

In October 2021, Onondaga County announced plans to build an \$85 million aquarium at the Inner Harbor. The aquarium is anticipated to be located on the north side of the Inner Harbor. The development will expand tourism opportunities within the Syracuse WRA and complement other existing entertainment venues in the area, including NBT Stadium and Destiny USA. Aquariums and other tourism venues are key staples of successful waterfront developments. There are several unique developments found across cities in the U.S., described below, which provide inspiration for waterfront tourism in the Syracuse WRA.

### *WATERFIRE AT WATERPLACE PARK | PROVIDENCE, RI*

WaterFire is an annual summer event series in downtown Providence, RI, that draws in over 1.1 million people annually. The economic impact of this unique event is estimated at \$114.3 million from visitor spending, generating \$9.3 million in state and city sales tax revenue each year.



WaterFire is a great example of event programming combined with art and culture to create a vibrant, redeveloped waterfront park.

### *INNER HARBOR | BALTIMORE, MD*

Baltimore's Inner Harbor is a cultural hub for visitors (25 million annually) and residents to enjoy scenic waterfront views, world-class museums, active and passive recreational activities on and adjacent to the water and great food.



Inner Harbor is an example of how a long-term commitment can lead to incremental changes to support a broader, dynamic vision. Investment in anchors, strategic planning and design, and strong organizational structure created opportunities for private-sector investment.

### *SEAPORT DISTRICT | BOSTON, MA*

The Seaport, originally imagined as an innovation district for entrepreneurs to cluster in a live-work-play environment, has become one of Boston's most rapidly growing, sought-after neighborhoods. Innovation is central and celebrated.



The Seaport District blends innovation-led development with high-growth tech-companies, and water-focused recreational, entertainment, and amenities to attract visitors and residents from throughout the city and region.

## SECTION II

# MARKET CHARACTERISTICS

## TOURISM + HOTEL MARKET

### HOTEL MARKET

There are two hotels located within the Syracuse WRA, including the Aloft Syracuse Inner Harbor and Embassy Suites.

#### Aloft Syracuse Inner Harbor

The Aloft Syracuse Inner Harbor is located on West Kirkpatrick Street in the Syracuse WRA. This hotel contains an indoor swimming pool, has free parking for guests, and is pet friendly.

#### Embassy Suites by Hilton

Embassy Suites is part of the Destiny USA site and offers overnight accommodations for visitors of the WRA. This is a spacious, luxury hotel, with a fitness center, indoor heated pool, on-site restaurant, and a 10,000 square foot event space.

### Supply + Demand Analysis

A supply and demand analysis for hotel rooms in the Syracuse trade area was performed using data from CoStar who recently acquired STR, formerly known as Smith Travel Research. We studied trends from 2016 through 2020 and reported on findings, year-to-date (YTD). This data set is aggregated, so individual hotel performance is not reported.

#### THE FOLLOWING DEFINITIONS ARE USED IN THIS ANALYSIS:

- **Supply (Rooms Available)** - The number of rooms times the number of days in the period. For example, annual supply would be number of rooms times 365.
- **Demand (Rooms Sold)** - The number of rooms sold (excludes complimentary rooms). For example, annual demand would be the number of rooms sold times 365.
- **ADR (Average Daily Rate)** - Room revenue divided by rooms sold, displayed as the average rental rate for a single room.
- **Occupancy** - Rooms sold divided by rooms available. Occupancy is always displayed as a percentage of rooms occupied.
- **RevPAR (Revenue Per Available Room)** - Room revenue divided by rooms available.

## SECTION II

# MARKET CHARACTERISTICS

## TOURISM + HOTEL MARKET

### Supply

As of 2020, hotel rooms in the Syracuse trade area is comprised of 39% midscale & economy, 50% upscale & upper midscale, and 11% luxury & upper upscale.

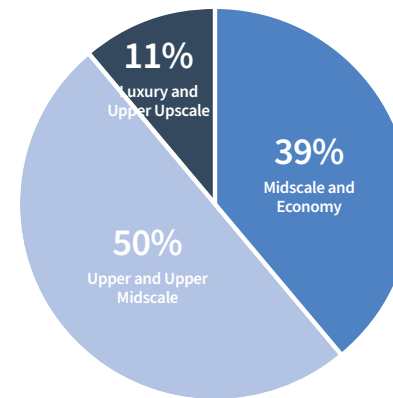
### Demand

Hotel room night demand showed steady growth through 2018 before showing a modest step back in 2019. The dawn of COVID-19, however, brought a sharp 37% decline, which is a trend seen across the industry.

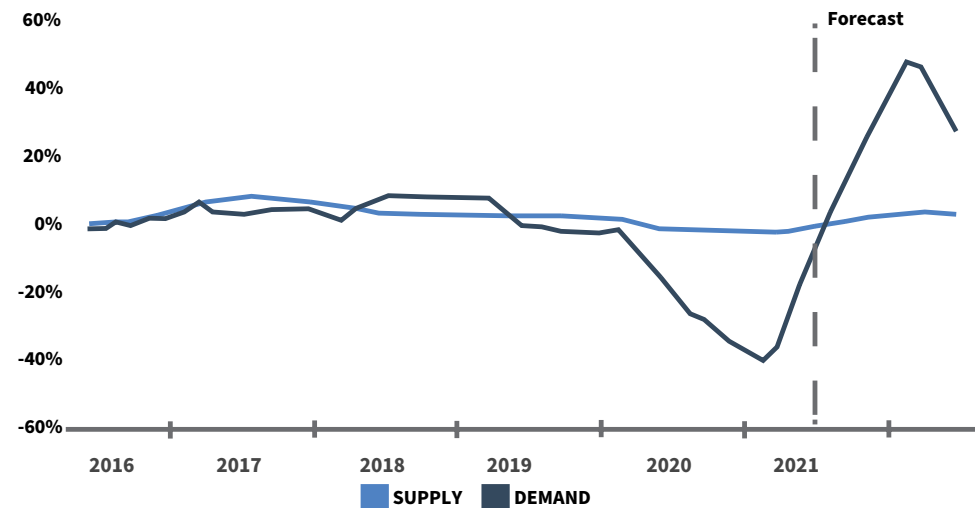
After ramping up by more than 10% from 2016 to 2019, room supply also declined slightly in 2020. In the face of dwindling demand some hoteliers pulled out of the market, trimming room availability by 2%.

Current projections call for a sharp rebound in demand over the coming year. Indeed, year to date figures suggest that occupancy has rebounded since last year, but the outlook remains vulnerable to uncertainties as demand may again decline depending on COVID-19 pandemic impacts.

AVAILABLE HOTEL ROOMS BY SCALE 2020



SUPPLY AND DEMAND CHANGE



## SECTION II

# MARKET CHARACTERISTICS

## TOURISM + HOTEL MARKET



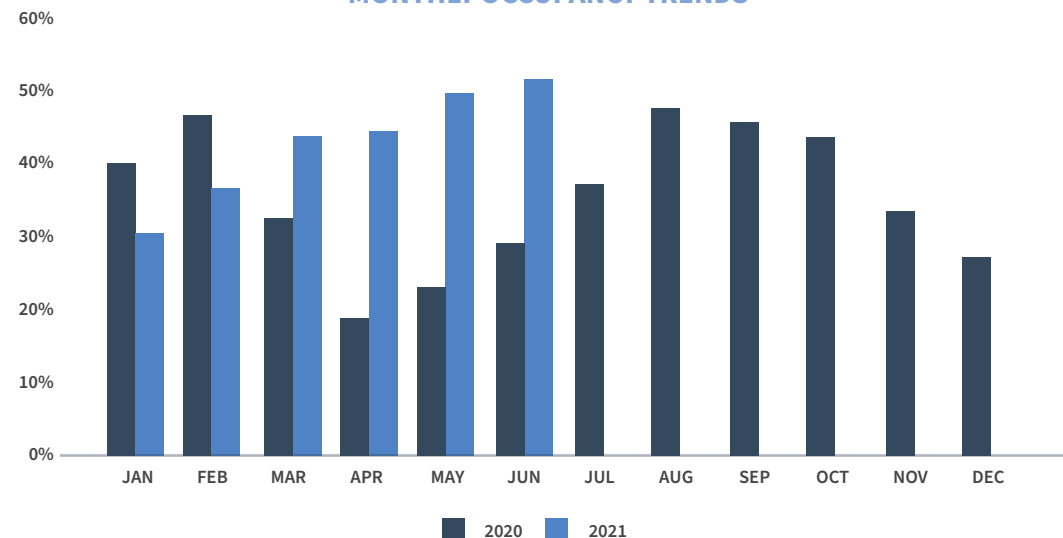
Embassy Suites by Hilton at Destiny USA.

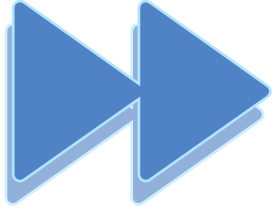
### TRENDS IN OCCUPANCY RATES

Occupancy rates for hotel rooms, pre-pandemic, held consistently in the 53% to 57% (12-month average) range from 2016 to the later part of 2019. During the COVID-19 pandemic and subsequent lockdown occupancy rates decreased by nearly 40% to a low of 34%. 2021 data reveals a steep increase in occupancy and forecasted rates show a continuance of these gains. Rates are not expected to reach pre-pandemic levels, however, before the mid-2022.

Breaking down occupancies to a raw monthly series shows rates bottomed out below 20% in April 2020. Following some volatility through the winter, relaxation of pandemic restraints brought a rush of pent-up demand for travel. Demand grew steadily through the first half of 2021, topping out above 50% in June.

### MONTHLY OCCUPANCY TRENDS





## MARKET CHARACTERISTICS LOOKING FORWARD

As the LWRP process continues, the following next steps and considerations will further refine the greatest opportunities for the area.

**Build on market potential from recent successful investments and future opportunity for growth.**

The Syracuse WRA and surrounding area has seen incremental changes in the last decade, bringing about new investment and market potential. The establishment of new commercial tenants, like 315 Beauty Bar, Meier's Creek Brewing, and Cafe Blue at the Iron Pier Apartments, and recent announcement of the development of the Onondaga County Aquarium show the appeal of the WRA. These are positive signs for investment and continued visioning from the LWRP process and the City of Syracuse will help define what this area can be and what makes it an attractive locale for new venues, businesses or community organizations. Regional large-scale investments such as the Micron Technology development give the opportunity to leverage existing assets and proposed projects within the WRA to accommodate future demand for recreation and housing.

**Define mix of uses that will keep visitors in the area longer with concentrated hubs of activity.**

Further expanding the mix of uses will keep visitors and residents in the area longer, increasing money circulating within the local economy. As uses like waterfront boat rentals are explored, the corresponding amenities are just as important to create an experience that keeps visitors returning more than once. Developing concentrated hubs of activity will be beneficial to businesses and to users. This concentration encourages spending at multiple businesses as visitors walk between establishments and linger in the area.

**Determine high priority sites available for (re)development.**

Keeping in mind the strategy to begin by building nodes of activity, it will be critical to identify how this is possible within the physical space that is available in the WRA. Land assembly will be the next step to determine what market uses will succeed in the WRA.

**Coordinate efforts with Syracuse Surge, rezoning, American Rescue Funds deployment and other ongoing City and County projects.**

The City of Syracuse has been active in advancing major planning and economic development efforts that focus on inclusive design, breaking down barriers to employment and housing for black and brown populations, and embracing Smart City principles. Incorporating the principles that are guiding these other planning documents will bring elements of equity, inclusivity and awareness to any development in this area.

## SECTION II

# LAND USE + ZONING

**Understanding the composition and distribution of existing land uses and regulations in the Syracuse WRA provides context related to opportunities in the areas of economic development, recreation and connectivity.**

### **EXISTING LAND USE**

This section provides an overview of the general land use patterns that occur within the WRA. Land use in the Syracuse WRA was mapped based on the New York State property classification code system assigned to each parcel.

#### **Vacant**

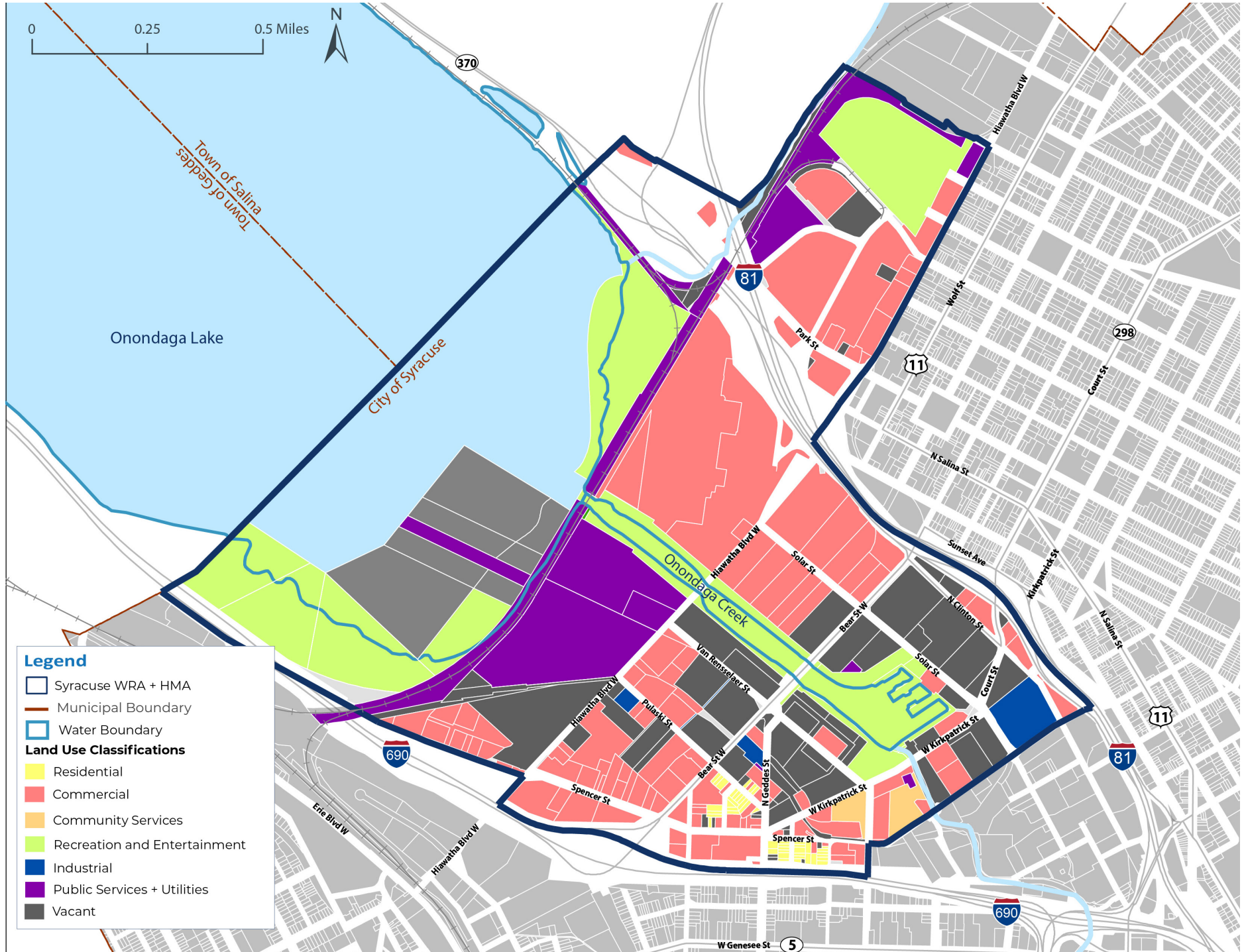
Vacant uses make up approximately 47% of land uses within the WRA. This vacant land is located throughout the WRA, including along the Onondaga Lake shoreline and surrounding the Inner Harbor area. Much of this land is categorized as vacant commercial and vacant industrial property.

It should be noted that there are several parcels categorized as vacant; however, these parcels are underwater land of Onondaga Lake and are not developable property. Additionally, one parcel within the WRA is categorized as Land Under Water at the south end of Onondaga Lake, which is owned by New York State. The sum of these parcels equals approximately 270 acres.



Vacant land on north side of the Inner Harbor area.

# EXISTING LAND USE



## SECTION II

# LAND USE + ZONING

### LAND USES IN SYRACUSE WRA

Land Use	total land area in WRA: 737.3 acres	
	# of parcels	% of total area (acres)
<b>Commercial</b>	<b>127</b>	<b>32.8%</b> <b>(258.4)</b>
<b>Vacant</b>	<b>108</b>	<b>31.0%</b> <b>(244.4)</b>
<b>Recreation + Entertainment</b>	<b>12</b>	<b>20.2%</b> <b>(159)</b>
<b>Public Services</b>	<b>15</b>	<b>11.8%</b> <b>(93.2)</b>
<b>Community Services</b>	<b>2</b>	<b>1.9%</b> <b>(15.2)</b>
<b>Industrial</b>	<b>6</b>	<b>1.4%</b> <b>(11.2)</b>
<b>Residential</b>	<b>44</b>	<b>0.8%</b> <b>(6.1)</b>

### Commercial

Commercial land use comprises approximately 33% of the WRA. Commercial land use is distributed throughout the WRA in the form of retail and services and mixed-use developments. Large parcels of land categorized as commercial include Destiny USA, the CNY Regional Market and the commercial corridor along Spencer Street and Pulaski Street. It should be noted that commercial uses in this category also include apartments, such as the Iron Pier complex on Van Rensselaer Street.

### Public Services + Utilities

Public services are defined as property used to service the general public, including infrastructure systems. Approximately 12% of the WRA is comprised of public services including the Wastewater Treatment Plant and the CSX railroad that runs parallel to the Onondaga Lake southern shoreline.

### Recreation + Entertainment

Approximately 20% of the land within the WRA is categorized as recreation and entertainment. These include NBT Stadium, parcels adjacent to the Inner Harbor and Onondaga Creek, containing the amphitheater, parking area, and a portion of the Onondaga Creekwalk. Additional recreational opportunities exist in the WRA, including the Destiny USA shopping, and other recreational activities such as fishing, boating and wildlife viewing.



Photo Credit: Pyramid Management Group

Destiny Mall USA is located on the Onondaga Lake shoreline, which limits waterfront access in the WRA.



Photo Credit: CNY Business Journal

The Inner Harbor provides boat docks, trail connections, and an amphitheater for public use.



# LAND USE + ZONING

## Industrial

Industrial land comprises approximately 1% of the WRA. These parcels include three manufacturing facilities; one on the corner of Solar Street and Spencer Street, one on W. Bear Street, and Anoplate on Pulaski Street, as well as an industrial gas pipeline between Spencer Street and Van Rensselaer Street owned by Buckeye Pipeline.



Photo Credit: Anoplate

Anoplate is a metal finishing and manufacturing facility located on Pulaski Street.

## Community Services

Community services are defined as property utilized for the well being of the community. Three parcels are categorized as community services; the City of Syracuse Parks Department on Spencer Street and Wolf Studio, a local radio station, on W. Kirkpatrick Street.



Photo Credit: Onondaga County Parks

NBT Stadium draws a number of visitors to the Syracuse WRA for entertainment. There is an opportunity to develop supporting uses in the surrounding area.

## Residential

Residential land uses make up 0.8% of the study area in the form of single-family dwellings. These single-family homes are located in the southwestern corner of the WRA on Pulaski Street and Spencer Street.

## KEY TAKEAWAYS

The Syracuse WRA is comprised of diverse land uses that attract a wide variety of visitors, including those seeking recreation activities and retail shopping. The presence of attractions, such as Destiny USA and NBT Stadium, coupled with underutilized and vacant land throughout the WRA present an opportunity for land development and redevelopment to support recreation and tourism expansion along the waterfront.

## SECTION II

# LAND USE + ZONING

Zoning is a land use tool that provides regulations on the type of development and design standards associated with development on a parcel of property. Land uses in the City of Syracuse are regulated by an ordinance known as ReZone Syracuse which was adopted in July 2023. This new ordinance incorporates principals of form based code, Smart Growth, Traditional Neighborhood Development, and Transit Oriented Development, and is intended to enhance the design of buildings and sites, and ensure compatibility of new development within the City.

## ZONING

The following describes the six zoning districts within the Syracuse WRA.

### MX-2 (Neighborhood Center)

This district is in a small portion of the southern area of the WRA at the intersection of Spencer Street, North Geddes Street, and West Kirkpatrick Street. This district encourages a pedestrian-friendly environment through the development of medium to high density mixed-use development. Buildings must be a between two- and four-stories in height and must front the primary street.

### MX-3 (Mixed-Use Transition)

This district is located along W. Bear Street from Spencer Street to Van Rensselaer Street, the west side of Van Rensselaer Street from Hiawatha Boulevard to W. Bear Street, and Hiawatha Boulevard from approximately Lodi Street to Second North Street. This district supports a higher density mixed use area near activity centers that encourages walkability through the mixing of non-residential and residential uses. Buildings must be between two- and six-stories in height.

### MX-4 (Urban Core)

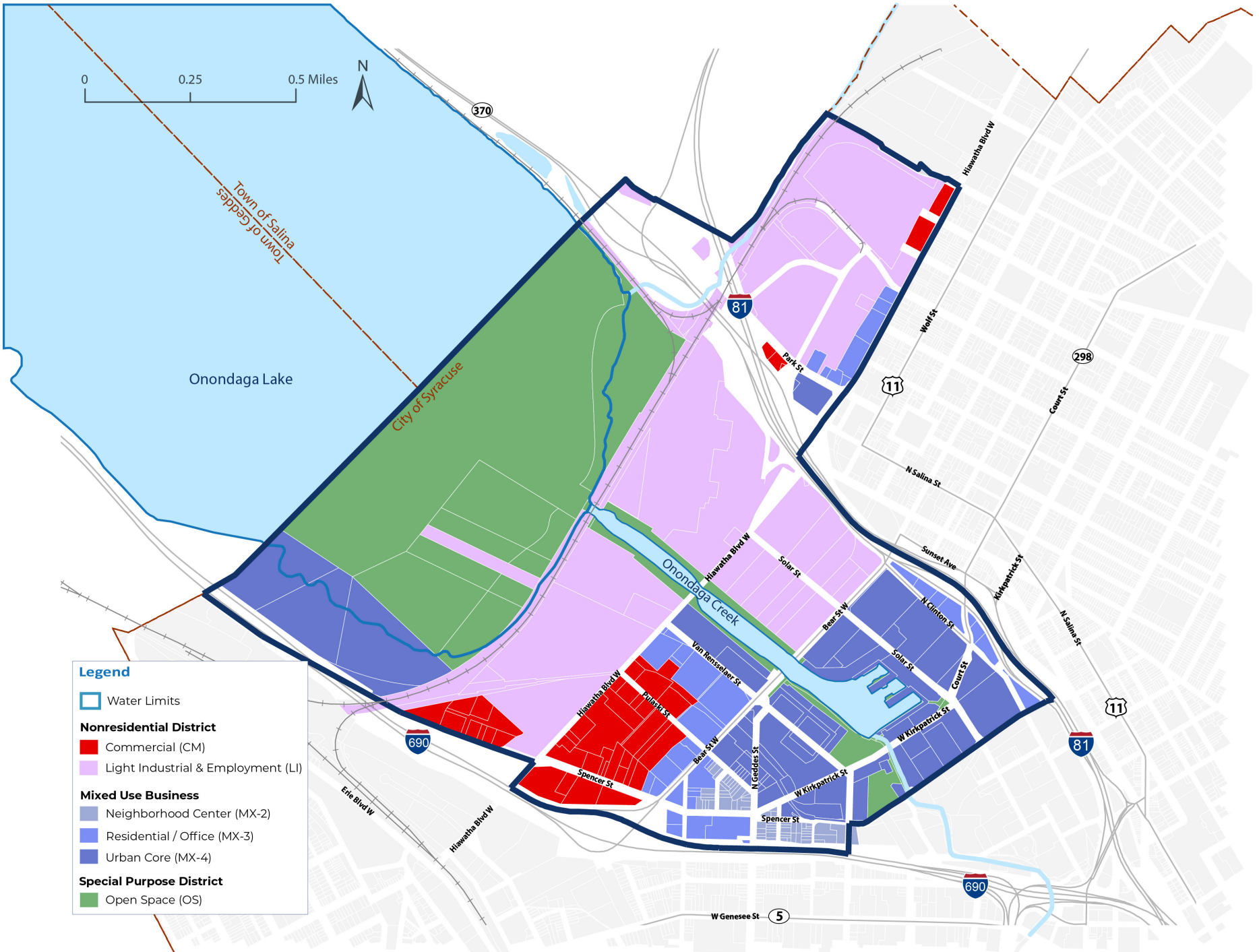
This district encompasses the land surrounding the Inner Harbor on the southeastern side of the WRA. This district is intended to be located in larger nodes and along primary corridors and encourages active streetscapes and larger-scale commercial and retail uses. Buildings must be between three- and eight-stories in height and have no minimum setbacks.

**It should be noted that the mixed-use districts also allow for water-enhanced and water-dependent uses due to frequent close proximity to the waterfront.**

### CM (Commercial)

This district is located on the western side of the WRA along State Fair Boulevard and Spencer Street to approximately Pulaski Street, as well as three small parcels to the southwest of Park Street.

# ZONING



## SECTION II

# LAND USE + ZONING

### ZONING DISTRICTS IN SYRACUSE WRA

Zoning District	total area in WRA: 1010 acres	
	# of parcels	% of total area (acres)
<b>LI (Light Industry + Employment)</b>	<b>48</b>	<b>36.0%</b> (364.1)
<b>OS (Open Space)</b>	<b>19</b>	<b>33.9%</b> (342.9)
<b>MX-4 (Urban Core)</b>	<b>71</b>	<b>17.9%</b> (181.2)
<b>CM (Commercial)</b>	<b>44</b>	<b>6.1%</b> (62.1)
<b>MX-3 (Mixed-Use Transition)</b>	<b>46</b>	<b>5.0%</b> (50.3)
<b>MX-2 (Neighborhood Center)</b>	<b>66</b>	<b>1.1%</b> (11.6)

### LI (Light Industry and Employment)

This district is generally located in the WRA north of Hiawatha Boulevard from I-690 to Fourth North Street, as well as south of Hiawatha Boulevard from the Inner Harbor to I-81. The purpose of this district is to permit a range of uses, including residential, commercial, office, retail and entertainment uses that allow for employment opportunities. Building placement is encouraged to front the primary street.

### OS (Open Space)

This district encompasses the land and water areas of Onondaga Lake and the Inner Harbor within the WRA. The purpose of the district is to protect existing open space and permit the use of land for public or quasi-public open space and parks to encourage recreational opportunities.

### KEY TAKEAWAYS

Zoning districts within the Syracuse WRA allow for a range of uses to support local residents and attract visitors. The majority of proposed projects in Section IV are on public land and city right-of-way. The new zoning regulations are flexible and provide clear expectations for future investment opportunities.



Inner Harbor, Syracuse. Photo Credit: COR Development Company

## SECTION II

# PROPERTY OWNERSHIP

**Property ownership influences the use of land within the Syracuse WRA and can relate to how the public interacts with the waterfront and its assets. Publicly owned land within the Syracuse WRA provides potential opportunities for enhanced public waterfront access, as a majority of land directly adjacent to the water edge is publicly owned.**

**This section describes land ownership patterns within the area.**

### **PUBLIC OWNERSHIP**

The following describes publicly-owned land in the Syracuse WRA.

#### **City of Syracuse**

The City of Syracuse owns seven parcels within the WRA comprising approximately 25 acres. This land includes a vacant commercial lot that is partially underwater at the southern corner of Onondaga Lake, property containing offices, facilities, and parking for the Syracuse

Department of Parks, Recreation & Youth Programs, and Inner Harbor Park, a city park which includes trail access, an amphitheater and parking lot.

#### **Onondaga County**

Onondaga County owns 14 parcels comprising approximately 148 acres within the Syracuse WRA. This land includes the Metropolitan Syracuse Wastewater Treatment Plant on Hiawatha Boulevard, the Onondaga County Aquarium parcel, NBT Stadium, and land on the shoreline of Onondaga Lake, including Murphy's Island.

#### **Onondaga County IDA**

Onondaga County Industrial Development Agency (IDA) owns several parcels within the Syracuse WRA. This land is categorized as vacant industrial land on the southern end of the WRA between Hiawatha Boulevard and Duke Road as well as along the shoreline of Onondaga Lake. This property is known as the former Roth site and is currently undergoing environmental remediation to facilitate future redevelopment opportunities.

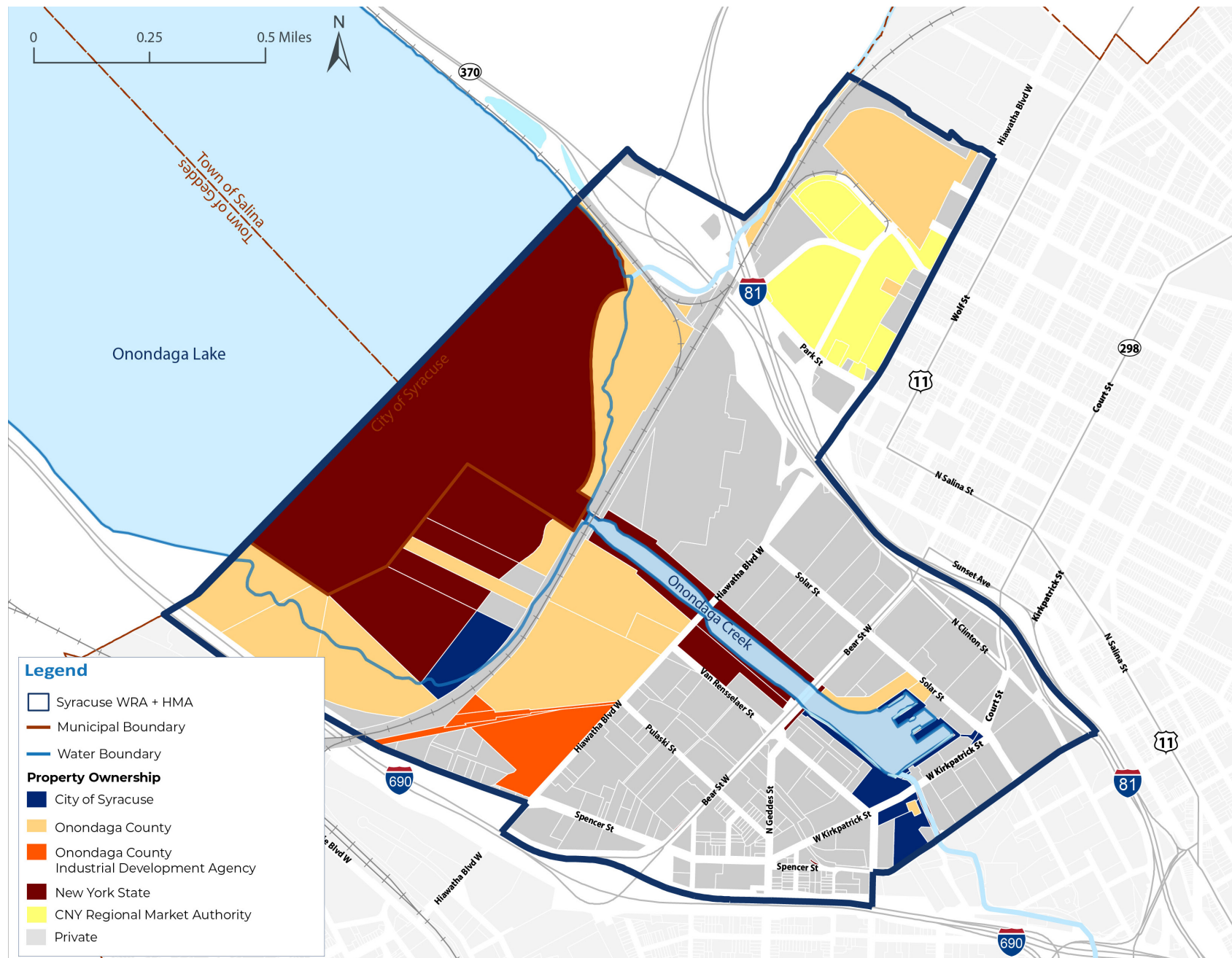
#### **CNY Regional Market Authority**

The CNY Regional Market Authority is a quasi-public entity that runs a terminal food market complex within the Syracuse WRA. The Authority owns nine parcels totaling approximately 64 acres in the northern portion of the WRA between Hiawatha Boulevard and NBT Bank Parkway. The property includes several buildings and parking areas to serve the market, as well as a cold storage building operated by Byrne Dairy.

#### **New York State**

New York State owns 13 parcels comprising approximately 300 acres (30% of the WRA) within the Syracuse WRA. This property largely includes underwater lands of Onondaga Lake and the Inner Harbor.

# PROPERTY OWNERSHIP BY PUBLIC ENTITIES



## SECTION II

# PROPERTY OWNERSHIP

### MAJOR PRIVATE LAND OWNERS

Approximately 42% of the land area, or 420 acres, within the Syracuse WRA is privately owned. This page describes major property owners within the Syracuse WRA.

#### Destiny USA

Destiny USA Land Company, LLC owns approximately 71 acres within the WRA. This land is located north of the Inner Harbor between Hiawatha Boulevard and W. Bear Street. Several parcels adjacent to Destiny Mall are utilized as large surface parking lots, while the remainder of land is vacant green space.

#### NY Central Lines LLC

NY Central Lines is a company that owns railroads operated by CSX Transportation. This company owns approximately 34 acres of land utilized for rail along the southern shore of Onondaga Lake.

#### COR Development Company

COR Development Company is a real estate development entity in the Syracuse region, which owns approximately 36 acres within the Syracuse WRA. This land is generally located around the base of the Inner Harbor area and includes a mix of vacant land and mixed-use development, including

the Iron Pier Apartments building

#### Salt City Enterprises

Salt City Enterprises is a commercial real estate company in the City that owns approximately 23 acres of land within the Syracuse WRA. This land is largely concentrated in the southern portion of the WRA along Spencer Street and the intersection of Spencer Street, W. Kirkpatrick Street, and N. Geddes Street. This land is a mix of commercial and vacant property.

### EXISTING AUTHORITIES AND JURISDICTIONS WITHIN THE WRA

In New York State, the authority for the regulation of uses, structures and facilities above the mean high-water line is generally granted to the local municipality and is enacted by zoning ordinances.

Projects involving underwater lands, including structures (i.e. docks, piers, or other structures) located in, on, or above state-owned underwater lands, require coordination with NYS OGS Bureau of Land Management. The OGS Bureau of Land Management has the authority to convey interest in real property for the use of state-owned lands underwater.

Additional Federal, State, and Local / Regional authorities and managed resources can be found in the tables to the right. For any activity, the proper federal, state and / or local authority should be consulted.

### PROPERTY OWNERSHIP IN THE WRA

Ownership	total area in WRA: 1,010 acres	
	# of parcels	% of total area (acres)
<b>PUBLICLY-OWNED</b>		
City of Syracuse	7	2.4% (24.7)
Onondaga County	14	8.3% (148.4)
Onondaga County IDA	4	14.6% (43.1)
CNY Regional Market Authority	9	6.4% (64.3)
New York State	13	29.7% (299.1)
<b>MAJOR PRIVATE LAND OWNERS</b>		
Destiny USA	21	14.3% (144)
COR Development Co.	19	3.6% (36)
Salt City Enterprises	34	2.3% (23.3)
NY Central Lines LLC	4	3.4% (34.2)



# PROPERTY OWNERSHIP

Tables: Existing Authorities and Jurisdictions within the WRA

## FEDERAL AGENCIES AND AUTHORITIES

Agency/Authority	Managed Resources
<b>US Army Corps of Engineers (USACE)</b>	Federal Waters, Public Works, and Related Environmental Resources
<b>US Fish and Wildlife Service (USFWS)</b>	Natural Habitats, Fish, Wildlife
<b>US Environmental Protection Agency (USEPA)</b>	Environmental Quality, Human Health
<b>US Coast Guard</b>	Maritime Environments and Interests
<b>US Department of Transportation (USDOT)</b>	Transportation
<b>Federal Aviation Administration (FAA)</b>	Aviation
<b>Federal Energy Regulatory Commission (FERC)</b>	Energy
<b>US Department of Labor (USDOL)</b>	Employment and Training
<b>US Department of Housing and Urban Development (HUD)</b>	Housing, Urban Development

## STATE AGENCIES AND AUTHORITIES

Agency/Authority	Managed Resources
<b>NYS Department of State (NYSDOS)</b>	Economic Development, Revitalization, Natural Disaster Recovery, etc.
<b>NYS Department of Environmental Conservation (NYSDEC)</b>	Environmental Protection, Natural Heritage, Recreation
<b>NYS Canal Corporation</b>	Canal System, Recreational & Commercial Waterways, Tourism & Economic Development
<b>NYS Office of Parks, Recreation and Historic Preservation (NYSOPRHP)</b>	State Parks, Historic Sites, Natural Resource Protection
<b>NY Power Authority (NYPA)</b>	Public Power, Natural Gas, Electric
<b>NYS Department of Transportation (NYSDOT)</b>	Transportation, Highways, Rail, Ports
<b>NYS Department of Health (NYSDOH)</b>	Public Health
<b>NYS Department of Agriculture and Markets (NYS Ag &amp; Market)</b>	Agriculture, Agribusiness, Education
<b>NY Public Service Commission (NY PSC)</b>	Electric, Fuel Gas Transmission Facilities

## LOCAL / REGIONAL AGENCIES AND AUTHORITIES

Agency/Authority	Managed Resources
<b>Syracuse Metropolitan Transportation Council (SMTC)</b>	Regional Transportation Planning and Programming
<b>Central New York Regional Planning and Development Board (CNY RPDB)</b>	Regional Planning, Economic Development, Energy Management, Intergovernmental Coordination, etc.
<b>Onondaga County Department of Planning</b>	County Planning, GML 239 Reviews, Hazard Mitigation
<b>Onondaga County Department of Transportation</b>	County Street and Sidewalk Maintenance
<b>City of Syracuse City Planning Commission (CPC)</b>	Developmental Review for Site Plans, Special Permits, other Zoning Authorizations
<b>Syracuse Industrial Development Agency</b>	Economic Development
<b>City of Syracuse Central Permit Office (CPO)</b>	Permits for business licenses and improvements, Residential Permits for Home Improvements
<b>City of Syracuse Board of Zoning Appeals (BZA)</b>	Zoning Appeals and Variances
<b>City of Syracuse Department of Public Works (DPW)</b>	City Services (plow, trash, sewers, etc.)
<b>City of Syracuse Engineering Department</b>	Engineering Services, Stormwater Management
<b>City of Syracuse Division of City Planning and Sustainability</b>	City Planning

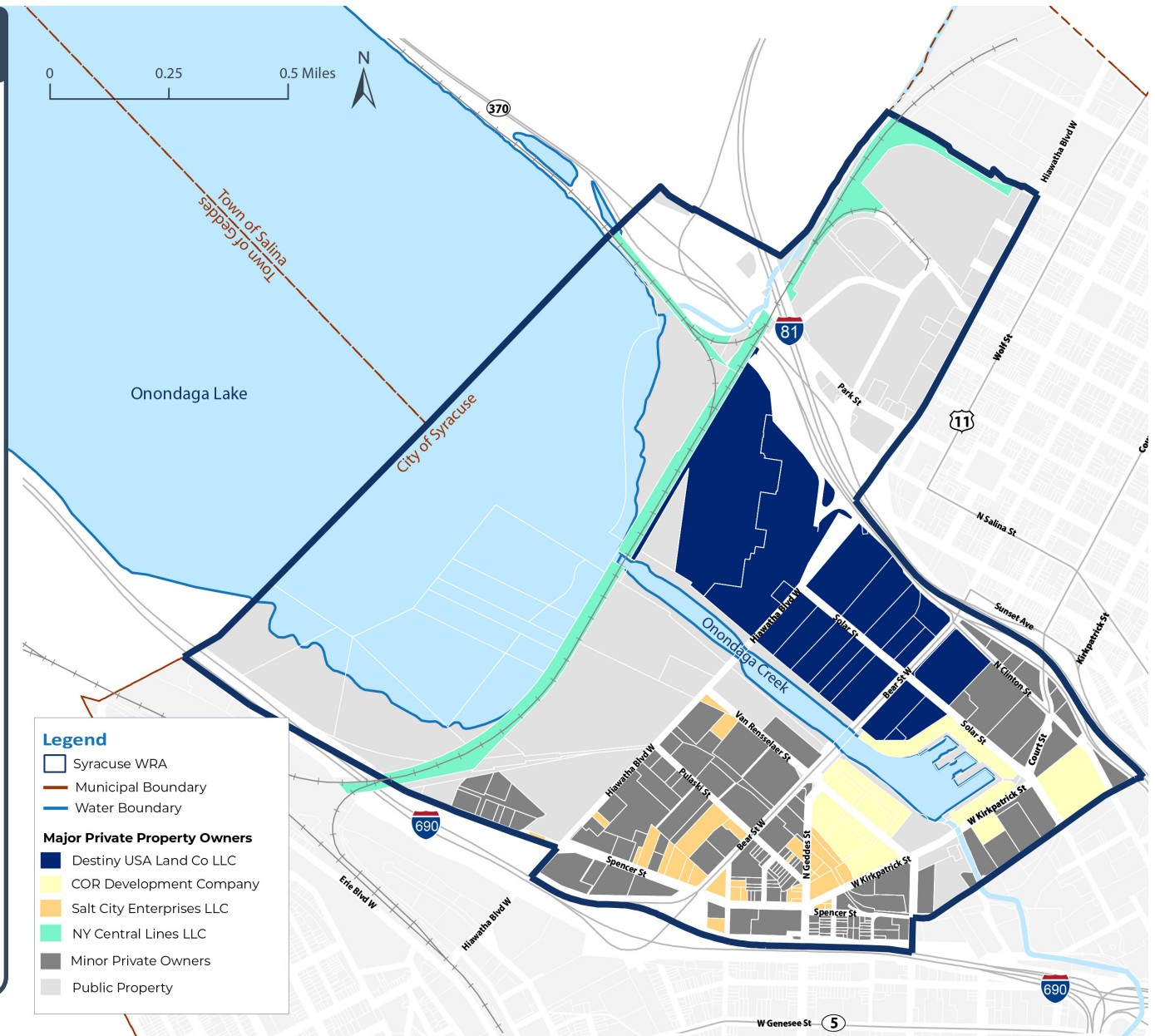
# PROPERTY OWNERSHIP BY KEY PRIVATE ENTITIES

## KEY TAKEAWAYS

Land area in the WRA consists of a mix of both public and privately owned lands, helping to facilitate a healthy mix of public expenditures and private sector investment, which are often viewed as mutually beneficial. Proposed projects on public lands, as identified in the Proposed Projects section of the LWRP, reflect a range of public enhancements that will serve as a strong foundation for attracting additional private investment into the WRA, particularly visitors and new residents.

The City and other government stakeholders have maintained consistent and on-going collaboration with surrounding private sector property owners, both to solicit their feedback on proposed public improvements, as well as to stay aware of planned private sector projects.

Each of the proposed projects within the LWRP recognizes the synergies between public and private investment. On-going conversations around future enhancements in the WRA seek to build on the synergies and long-term vision for the Syracuse Harbor area as a local and regional destination that offers a variety of programming and activities for all users to enjoy.



## SECTION II

# WATER-DEPENDENT USES

**Water-dependent uses are defined as an activity or business which can only be conducted or relies on direct access to a water body, such as boating and fishing. Water-dependent uses are dispersed throughout the Syracuse WRA.**

### **BOAT LAUNCHES/DOCKS**

Within the Syracuse WRA, the Inner Harbor provides public access to a number of docks and slips, with a dockside depth of 5 feet. The largest vessel the Inner Harbor can accommodate is 120 feet. In 2023, the City opened a kayak launch on the west shore of the Inner Harbor. Users can bring their own kayak or rent one from the City. Parking and access to the kayak launch is located at the corner of W. Bear Street and Van Rensselaer Street. Additional boat launch and docking facilities are available just outside of the WRA boundary, on the western shoreline. The Kenneth P. Lynch Launch provides visitors with a concrete ramp, parking for 30 cars and trailers, and a fishing platform and Lakeview Point Landing provides docking facilities for boaters accessing the local trail network or the Lakeview Amphitheater, an

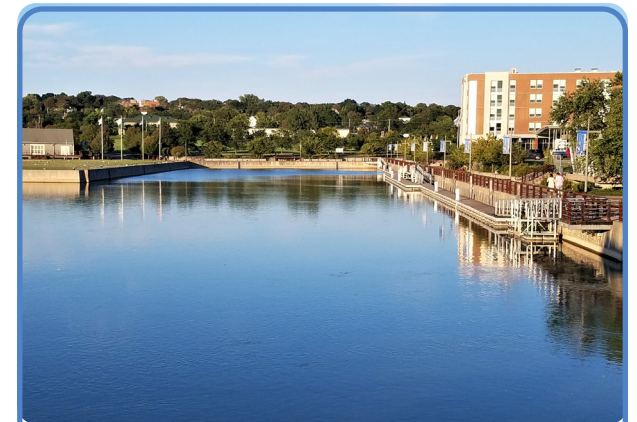
open air concert venue for visitors in the region during the warmer months.

### **FISHING ACCESS**

Within the Syracuse WRA, fishing access points are largely bridge crossings or informal public park access locations. Both Onondaga Creek and the Inner Harbor have various access points for potential fishing locations; however, there are no official state or local fishing access spots in the WRA. It has been noted through the public engagement process, that the amphitheater stage and the Lake Lounge are often used as an unofficial fishing locations on Onondaga Creek. Just outside of the WRA, there is a Deep Water Fishing Pier owned by Onondaga County. Fishing has been identified as a popular activity, and fishing along Onondaga Lake attracts anglers from across the region. Both informal fishing access points are in close proximity to pedestrian amenities such as benches and lighting, though the Lake Lounge location is accessible only by Onondaga Creekwalk.



Amphitheater on the Inner Harbor

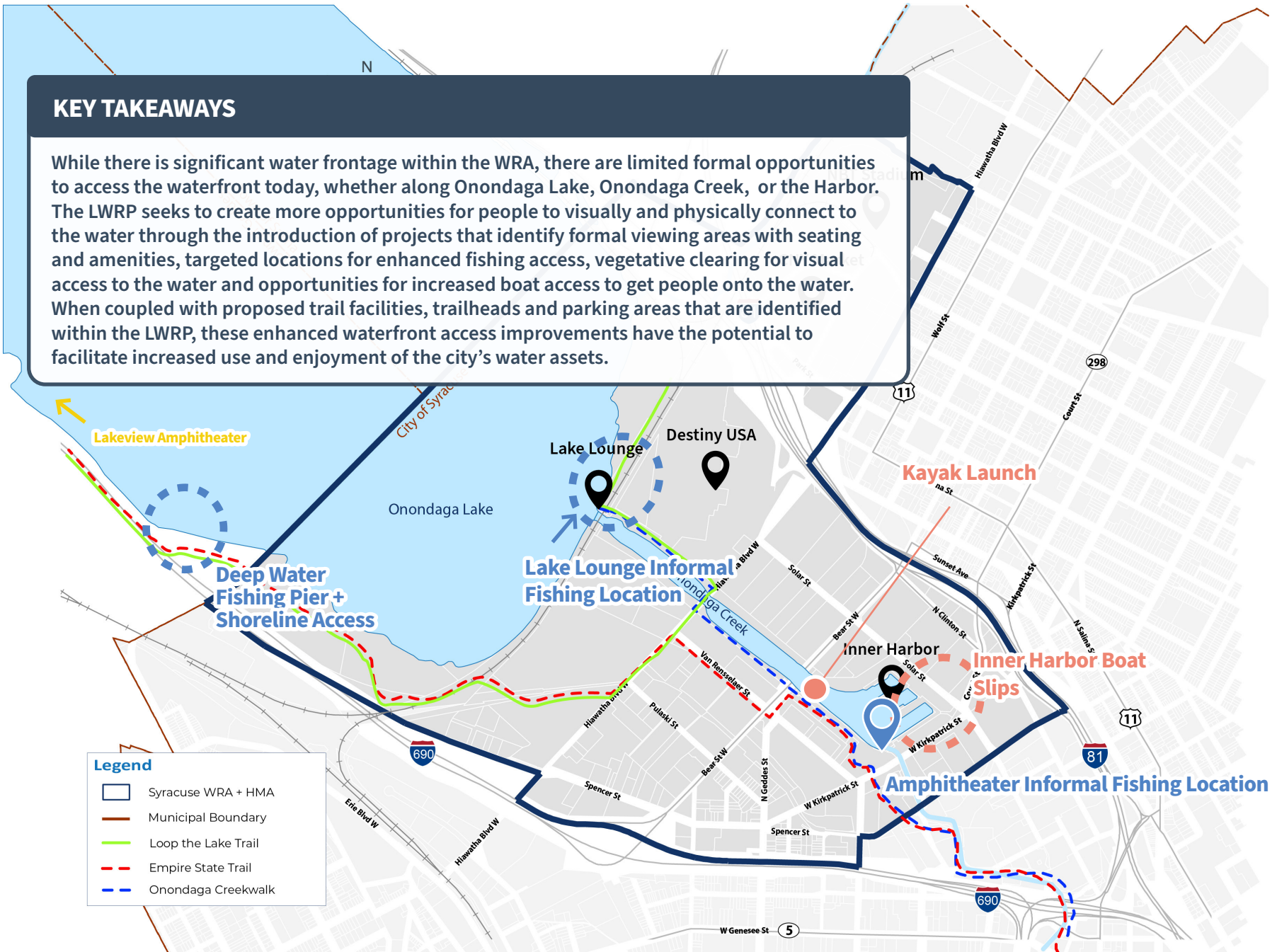


View of the Inner Harbor

## WATER-DEPENDENT USES

### KEY TAKEAWAYS

While there is significant water frontage within the WRA, there are limited formal opportunities to access the waterfront today, whether along Onondaga Lake, Onondaga Creek, or the Harbor. The LWRP seeks to create more opportunities for people to visually and physically connect to the water through the introduction of projects that identify formal viewing areas with seating and amenities, targeted locations for enhanced fishing access, vegetative clearing for visual access to the water and opportunities for increased boat access to get people onto the water. When coupled with proposed trail facilities, trailheads and parking areas that are identified within the LWRP, these enhanced waterfront access improvements have the potential to facilitate increased use and enjoyment of the city's water assets.



**Legend**

- Syracuse WRA + HMA
- Municipal Boundary
- Loop the Lake Trail
- Empire State Trail
- Onondaga Creekwalk

## SECTION II

# BROWNFIELD + UNDERUTILIZED SITES

**Brownfield and underutilized sites exist throughout the Syracuse WRA. While many of these sites have potential environmental challenges, several have undergone significant remediation and present opportunity for redevelopment to support enhanced waterfront access and tourism within the City.**

### **BROWNFIELD SITES**

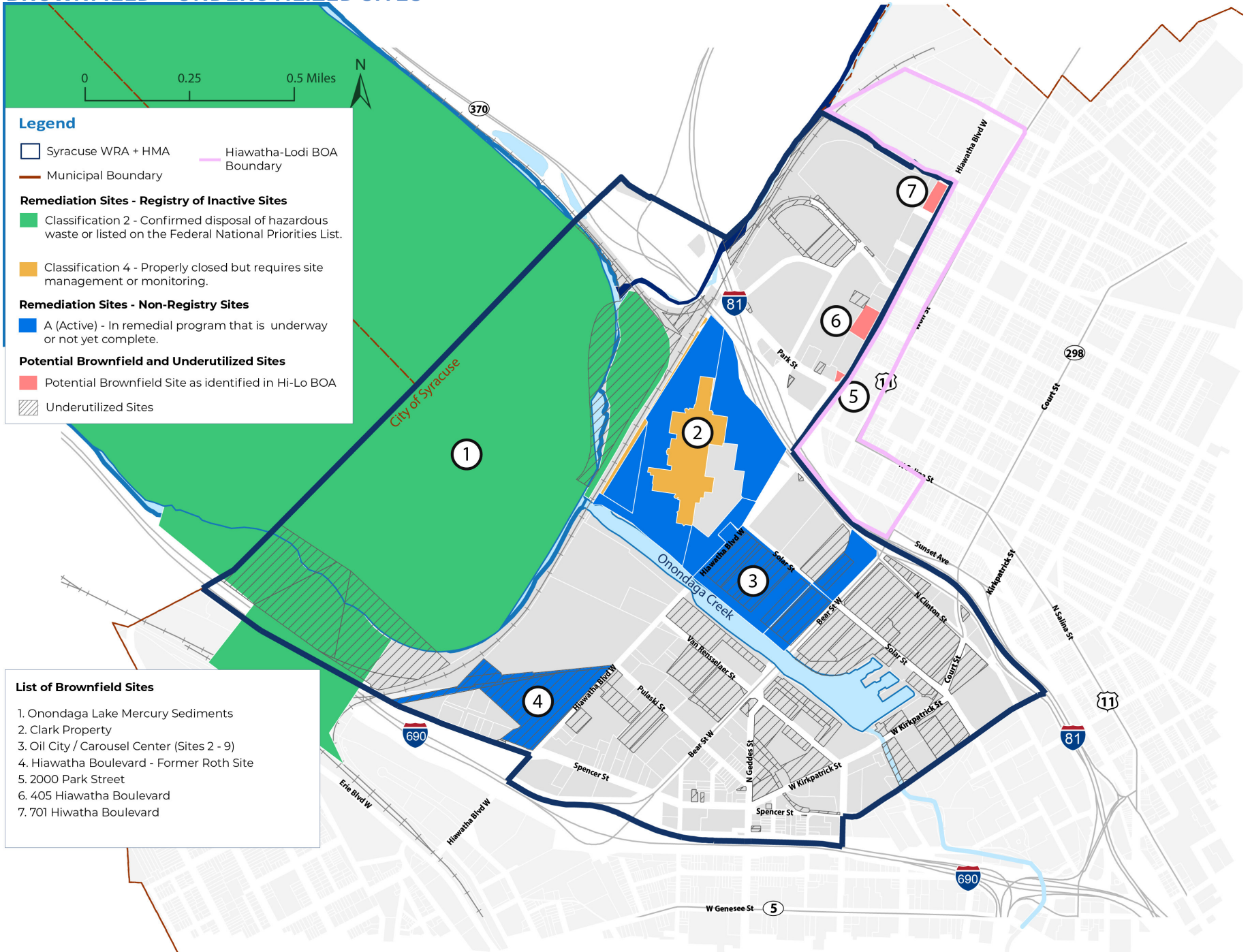
A brownfield site, as defined by the NYS Department of State, is a site, property or area negatively impacted by a real or perceived environmental contaminant or conditions. Brownfield sites are often abandoned or underutilized given the potentially significant environmental remediation required to convert the site to a safe, productive use.

There are four brownfield sites participating in remedial programs within the Syracuse WRA. These sites have completed significant cleanup and have on-going monitoring and assessment to ensure remedial measures do not threaten the health of humans or wildlife. While environmental remediation is required, remedial efforts could be incorporated as part of an overall redevelopment plan, which would support economic development and natural resource protection needs of the City and region. Additionally, there are three vacant or underutilized sites within the WRA along Hiawatha Boulevard and Park Streets as identified by the Hi-Lo BOA plan that could be potential redevelopment sites in the future. A description of brownfield sites and potential brownfield sites within the WRA is provided below.



**Former Roth Site on Hiawatha Boulevard is currently undergoing brownfield remediation. Once clean up is complete, this site presents a significant opportunity for redevelopment in the Syracuse WRA.**

# BROWNFIELD + UNDERUTILIZED SITES



## Legend

- Syracuse WRA + HMA
- Municipal Boundary
- Hiawatha-Lodi BOA Boundary
- Remediation Sites - Registry of Inactive Sites
  - Classification 2 - Confirmed disposal of hazardous waste or listed on the Federal National Priorities List.
  - Classification 4 - Properly closed but requires site management or monitoring.
- Remediation Sites - Non-Registry Sites
  - A (Active) - In remedial program that is underway or not yet complete.
- Potential Brownfield and Underutilized Sites
  - Potential Brownfield Site as identified in Hi-Lo BOA
  - Underutilized Sites

## List of Brownfield Sites

1. Onondaga Lake Mercury Sediments
2. Clark Property
3. Oil City / Carousel Center (Sites 2 - 9)
4. Hiawatha Boulevard - Former Roth Site
5. 2000 Park Street
6. 405 Hiawatha Boulevard
7. 701 Hiawatha Boulevard

## SECTION II

# BROWNFIELD + UNDERUTILIZED SITES

### BROWNFIELD SITES IN THE WRA

REMEDIATION SITES - REGISTRY OF INACTIVE SITES		
SITE NUMBER / NAME / ADDRESS	CLASSIFICATION	STATUS/DESCRIPTION
1. 734030 - Onondaga Lake Mercury Sediments	02 - Site has confirmed disposal of hazardous waste	The land surrounding Onondaga Lake was formerly heavily utilized for industrial purposes, resulting in chemical contamination of the lakebottom and channel sediment. Remedial activities, including dredging and capping, were completed in 2016. The site is undergoing an operation, maintenance and monitoring program to ensure protectiveness of the applied remedy. There is no threat of environmental hazard to human or wildlife health.
2. 734048 - Clark Property	04 - Site is properly closed by required site management / monitoring	This site is located on portions of the current Destiny USA property and parking area. This area was a former heavy commercial and industrial area resulting in subsurface and surface soil, and groundwater contamination. Remedial efforts have been completed; however operation and monitoring of the site is ongoing, with groundwater quality reports periodically submitted to the NYSDEC for review.
REMEDIATION SITES - NON-REGISTRY SITES		
3. C734130-137 - Oil City/Carousel Center - Sites 2-9	A (Active) - Remedial program is underway but not yet complete	This site is located on land south of Hiawatha Boulevard, referred to as Oil City since the area was formerly utilized as oil storage tank farms. Portions of the site have undergone remedial action; however remediation is still necessary to complete environmental cleanup. Groundwater monitoring on the sites continues to date.
4. C734083 - 800 Hiawatha Boulevard (Former Roth Site)	A (Active) - Remedial program is underway but not yet complete	This property includes four parcels totaling approximately 15 acres. This site was formerly used for processing and recycling of metal scrap until 2014. Interim Remedial Measures were completed to remove drums of liquid and solid waste. In 2020, a 1.7-acre portion of the site was remediated to construct a pedestrian trail. A Remedial Work Plan for the remaining portions of the site will be submitted to NYSDEC in 2021 with a goal of completion in 2022.
POTENTIAL BROWNFIELD SITES (IDENTIFIED IN HI-LO BOA)		
5. 2000 Park Street	N/A	This property is a vacant site formerly operating as a gas station; therefore potential contamination may exist in subsurface soil and groundwater.
6. 405 Hiawatha Boulevard	N/A	This property is a distribution facility that formerly operated as a lumber treatment facility; therefore, potential contamination may exist in the subsurface soil and groundwater.
7. 701 Hiawatha Boulevard	N/A	This property was former a Greyhound Bus Garage and body shop; therefore, potential contamination may exist in the subsurface soil and groundwater.

# BROWNFIELD + UNDERUTILIZED SITES

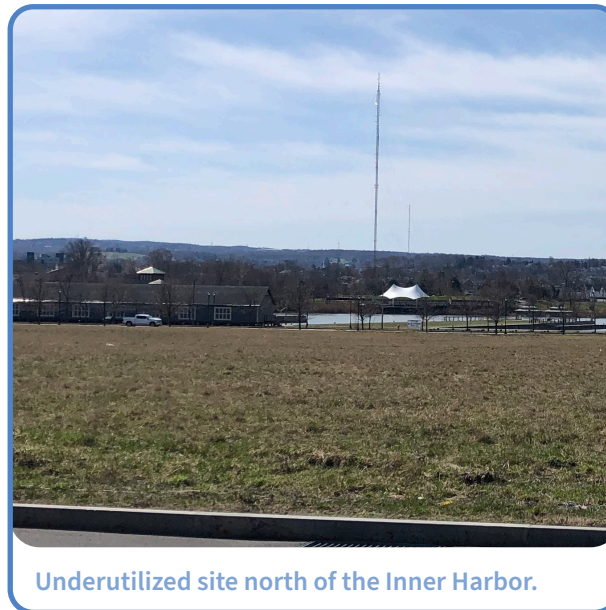
## UNDERUTILIZED SITES

Abandoned and vacant buildings are present throughout the WRA. There are 91 sites totaling approximately 316 acres throughout the WRA. Underutilized sites represent a significant opportunity for public or private investment and redevelopment.

Key underutilized sites within the WRA include:

- Vacant land and surface parking lots to the north of the Inner Harbor;
- Vacant and underutilized land at the intersection of Spencer Street, W. Kirkpatrick Street and N. Geddes Street;
- The former Roth Steel Site on Hiawatha Boulevard;
- Vacant and underutilized land along the Onondaga Lake shoreline.

There is plenty of opportunity to revitalize underused sites throughout the WRA. For example, the former Roth Steel Site could be incrementally redeveloped into public space with trail connections and vacant land along Onondaga Lake could be transformed into a passive park. There is also opportunity to prioritize the reuse vacant buildings, and / or removal of deteriorated structures within the WRA.



Underutilized site north of the Inner Harbor.

## KEY TAKEAWAYS

There are a number of brownfield, underutilized and vacant sites throughout the Syracuse WRA. While some sites are still in need of environmental remediation, many of them have been cleaned up and are ready for redevelopment. Additionally, numerous underutilized and vacant sites should be targeted for investment. Investment could potentially include commercial, mixed-use and recreational uses to support waterfront access and tourism.



## SECTION II

# NATURAL RESOURCES

**This section focuses on the types, distribution, and management of natural resources within and related to the WRA. Topics addressed in this section include: wetlands, flooding and erosion hazards, critical environmental areas, geological features and soils, topography, wildlife management areas, endangered and threatened species, and resiliency.**

### WETLANDS

Wetlands are areas where water is present at or near the surface of the soil or covers the soil for varying periods of time throughout the year. In New York State, freshwater wetlands of 12.4 acres or larger are required to be mapped by the Department of Environmental Conservation (DEC). U.S. Army Corps of Engineers also monitor wetlands, regardless of size.

#### New York State Wetlands

New York State Department of Environmental Conservation (DEC) wetlands are primarily located in the northwestern portion of the WRA.

There are 45.5 acres of Class 1 wetlands located in the area of Murphy's Island on the southern shoreline of Onondaga Lake. Class 1 wetlands are the most valuable wetlands designated by the DEC and are subject to the most stringent regulations. There are also 105.3 acres of Class 2 wetlands in the WRA, located near the NBT Stadium and Regional Transportation Center, as well as along the southwestern shoreline of Onondaga Lake. The DEC-regulated wetlands are of minimal concern and are not anticipated to impact future development opportunities within the WRA. It should also be noted the northern portion of the WRA is comprised on infill soils, which do not provide exceptional ecological value.

#### National Wetlands Inventory

The National Wetlands Inventory (NWI) provides detailed information on the characteristics and distribution of US wetlands. NWI wetlands within the WRA include approximately 25 acres of Freshwater Emergent wetlands, 30.74 acres of riverine habitat, and approximately 60 acres of lake habitat.

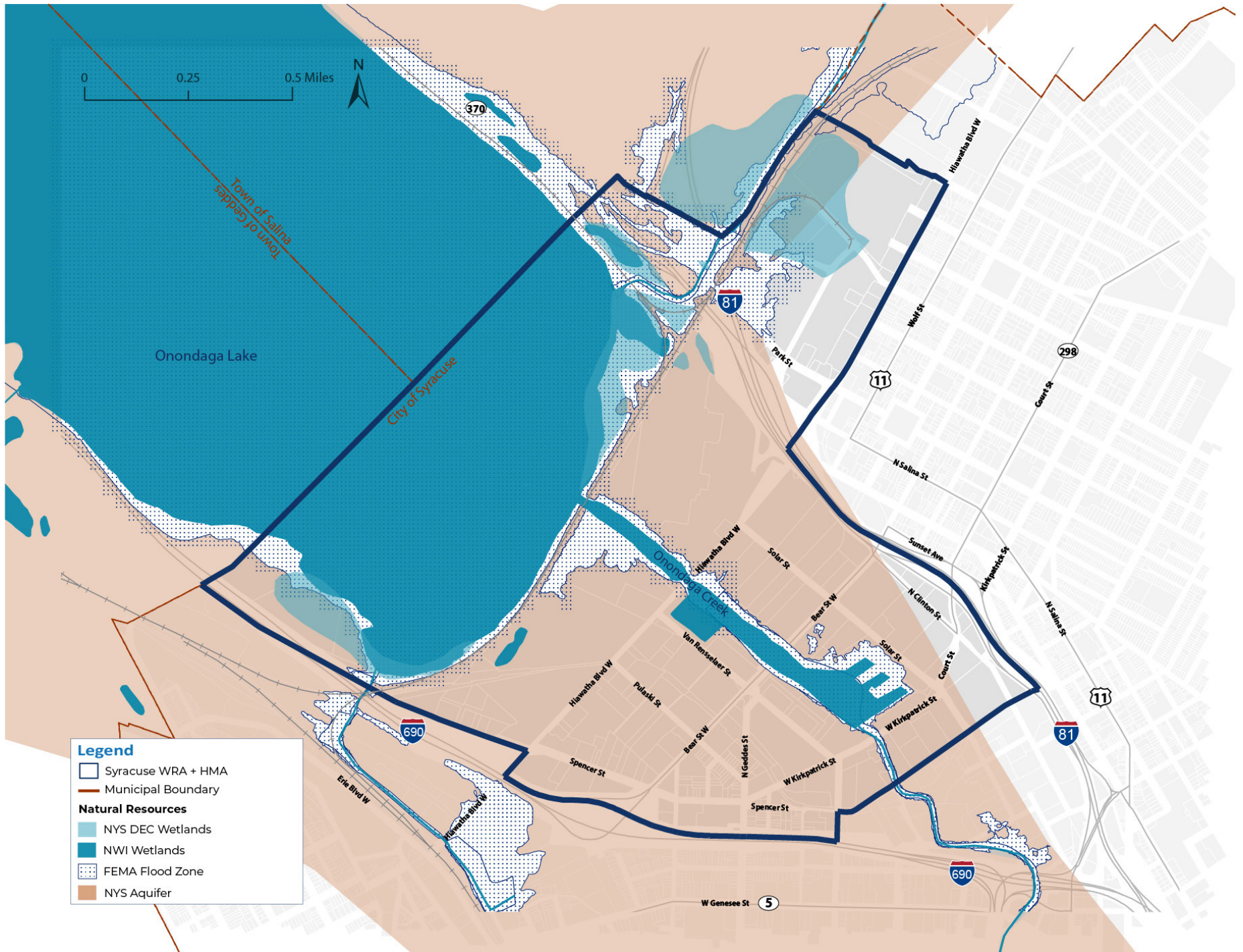
### FLOODING AND EROSION HAZARDS

#### Flood Hazard Areas

Flooding is a common natural hazard across the United States, and can pose a significant threat to property. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Maps, there is minimal flooding risk to the lands within the WRA. The 100-year floodplain area is primarily limited to Onondaga Lake and Onondaga Creek, with minimal delineations in surrounding land.

Potential flood prone areas within the Syracuse WRA include small portions of the northeastern area, immediately adjacent lands along both sides of the Inner Harbor, and a small area of the Wastewater Treatment Plant. No other critical facilities would be impacted by any future flooding. Future reinforcements, such as raised and/or emergency pumps near these areas may need to be installed to prevent potential flooding hazards, though no studies are planned at this time. Any future developments will be in accordance to the local Stormwater Management and Erosion & Sediment Control Ordinance.

# NATURAL RESOURCES



## SECTION II

# NATURAL RESOURCES

### GEOLOGIC FEATURES

#### Geologic Features

Unique geological features are defined by New York State as naturally crafted materials on earth that consist of landforms and ecosystems. There are no identified unique geological features within the Syracuse WRA.

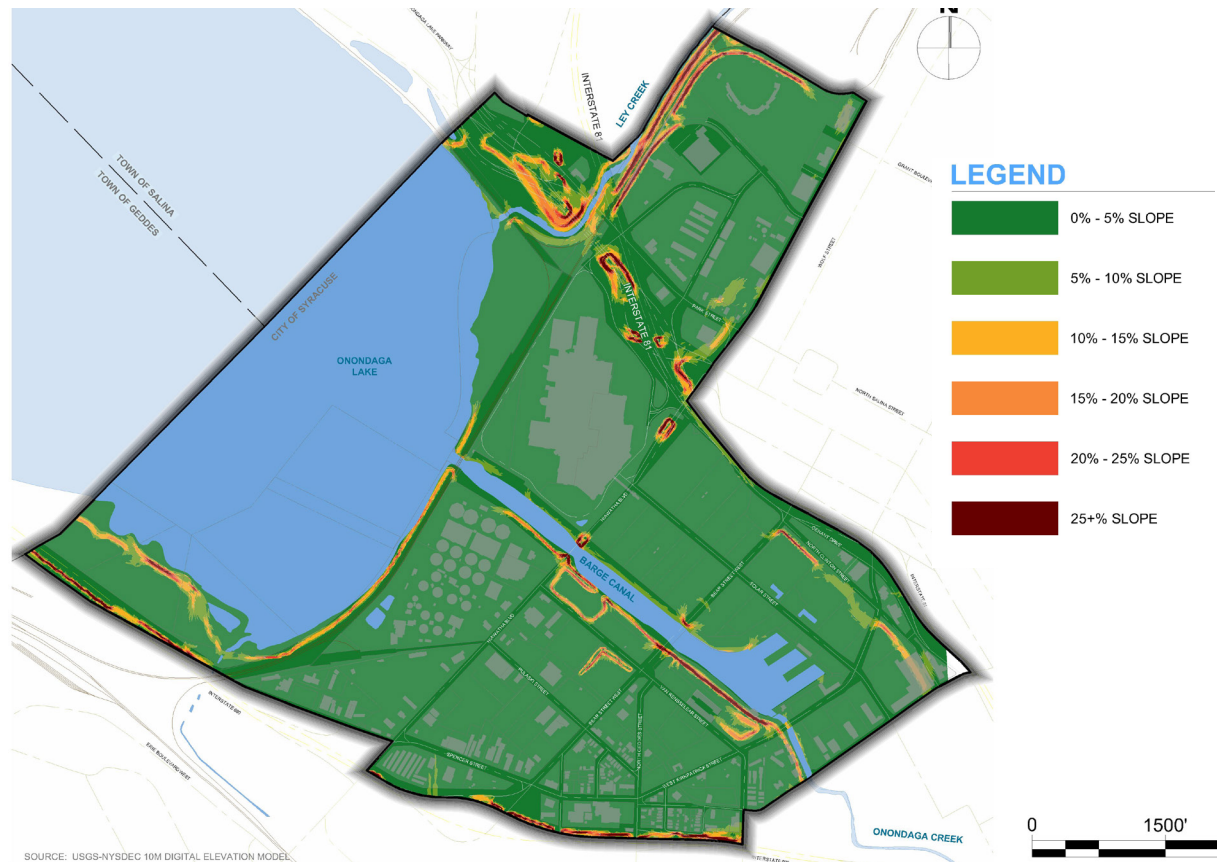
#### Topography

There are limited areas of steep slopes within the WRA. The sloped areas that do exist in the WRA are along the waterways. In particular, the northeastern part of the WRA has the highest concentration of steep slopes and roads, by Ley Creek. Other steep slopes locations are primarily around the highways and other large roadways in the area.

Proper drainage of the water runoff from the roads is regulated by the City's storm water management ordinance, General Ordinance No. 53, to ensure that the surrounding areas are not contaminated with excess salt.

From a redevelopment perspective, the steep slopes in the WRA will not impact any proposed future developments. As noted in the proposed projects

TOPOGRAPHIC MAP OF SYRACUSE WRA



# NATURAL RESOURCES

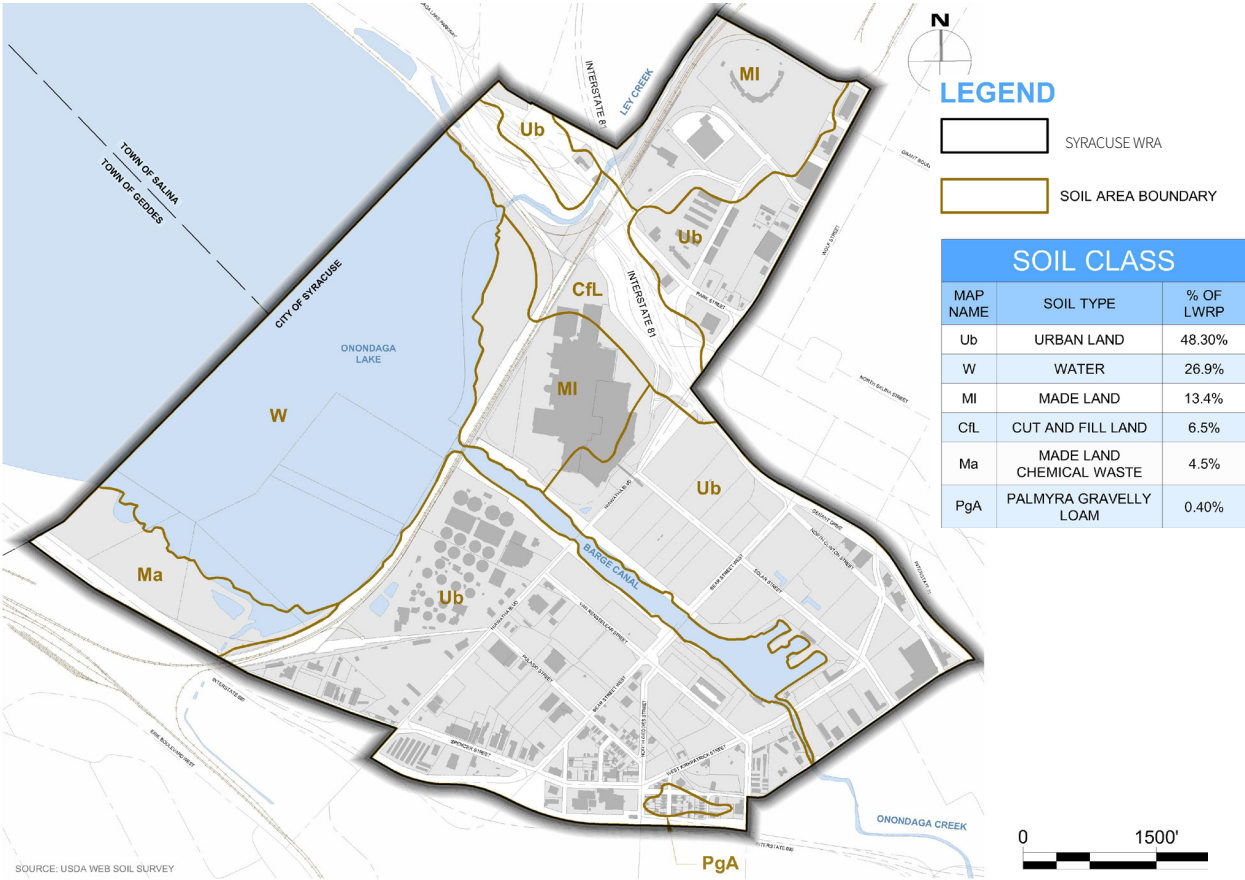
(Section IV), the natural topography of the WRA can be taken advantage of when developing the area for future recreational amenities, such as wildlife viewing areas and scenic lookouts.

### Soils

The majority of soil (48.3%) in Syracuse WRA is categorized as urban land (Ub). This soil type is generally found in watersheds that provide drinking water, food, waste utilization, and natural resources to communities. Urban soils also are located within cities in park areas, recreation areas, community gardens, green belts, lawns, septic absorption fields, sediment basins and other uses.

Other soil types within the Syracuse WRA include Made Land (MI), Cut and Fill Land (CfL), Made Land Chemical Waste (Ma), and Palmyra Gravelly Loam (PgA).

SOILS MAP OF SYRACUSE WRA



## SECTION II

# NATURAL RESOURCES

### CRITICAL ENVIRONMENTAL AREAS

Critical Environmental Areas (CEAs) are designated by local agencies. To be designated as a CEA, an area must have an exceptional or unique character covering more than one of the following:

- a benefit or threat to human health;
- a natural setting (e.g., fish and wildlife habitat, forest and vegetation, open space and areas of important aesthetic or scenic quality);
- agricultural, social, cultural, historic, archaeological, recreational, or educational values; or
- an inherent ecological, geological or hydrological sensitivity to change that may be adversely affected by any change.

There are no CEAs within the City of Syracuse or the Syracuse WRA.

### WILDLIFE MANAGEMENT AREAS

Wildlife Management Areas (WMA) are lands and waters owned by New York State and operated by the NYS DEC Bureau of Wildlife. WMAs, which include forests, grasslands, ponds, streams, wetlands, and scenic vistas, are open to the public and provide opportunities for passive recreation, hunting, fishing, and wildlife viewing. There are no lands identified as Wildlife Management Areas in the WRA and no State designated Significant Coastal Fish and Wildlife Habitats within the Waterfront Revitalization Area.

### IMPORTANT BIRD AREAS

The New York State Department of Environmental Conservation established the Bird Conservation Area Program in 1997. This program is intended to safeguard bird populations and their habitats on state lands and waters. Onondaga Lake is designated as an Important Bird Area (IBA) by the National Audubon Society as it provides food and shelter for many different birds, despite being next to an urban area. This area attracts Bald Eagles, which are threatened, and is a great attraction for tourists interested in seeing unique wildlife. Therefore, their habitat needs to be preserved not only to protect the Bald Eagles, but to leverage and maintain popular wildlife viewing areas which will continue to draw wildlife enthusiasts to the area.

### ONONDAGA LAKE FISH STOCK

Onondaga Lake contains 66 species of fish, of which some are associated with recreational fishing such as Smallmouth and Largemouth Bass, Walleye, Brown Bullhead, Yellow Perch, and Sunfish, as well as Brown Trout which are annually stocked. Onondaga Lake is a popular fishing spot that draws people from across the region due to the variety of species and access.

The New York State Department of Health (NYSDOH) recommends that women under age 50 and children under age 15 do not eat any fish from the lake. In particular, Catfish, Carp, White Perch, Largemouth and Small Bass, should not be consumed, especially if they are large (over 15 inches). Consumption of other species of fish, such as Brown Bullhead and Pumpkinseed, should be limited to up to four meals per month for adult men.

# NATURAL RESOURCES

## THREATENED OR ENDANGERED SPECIES

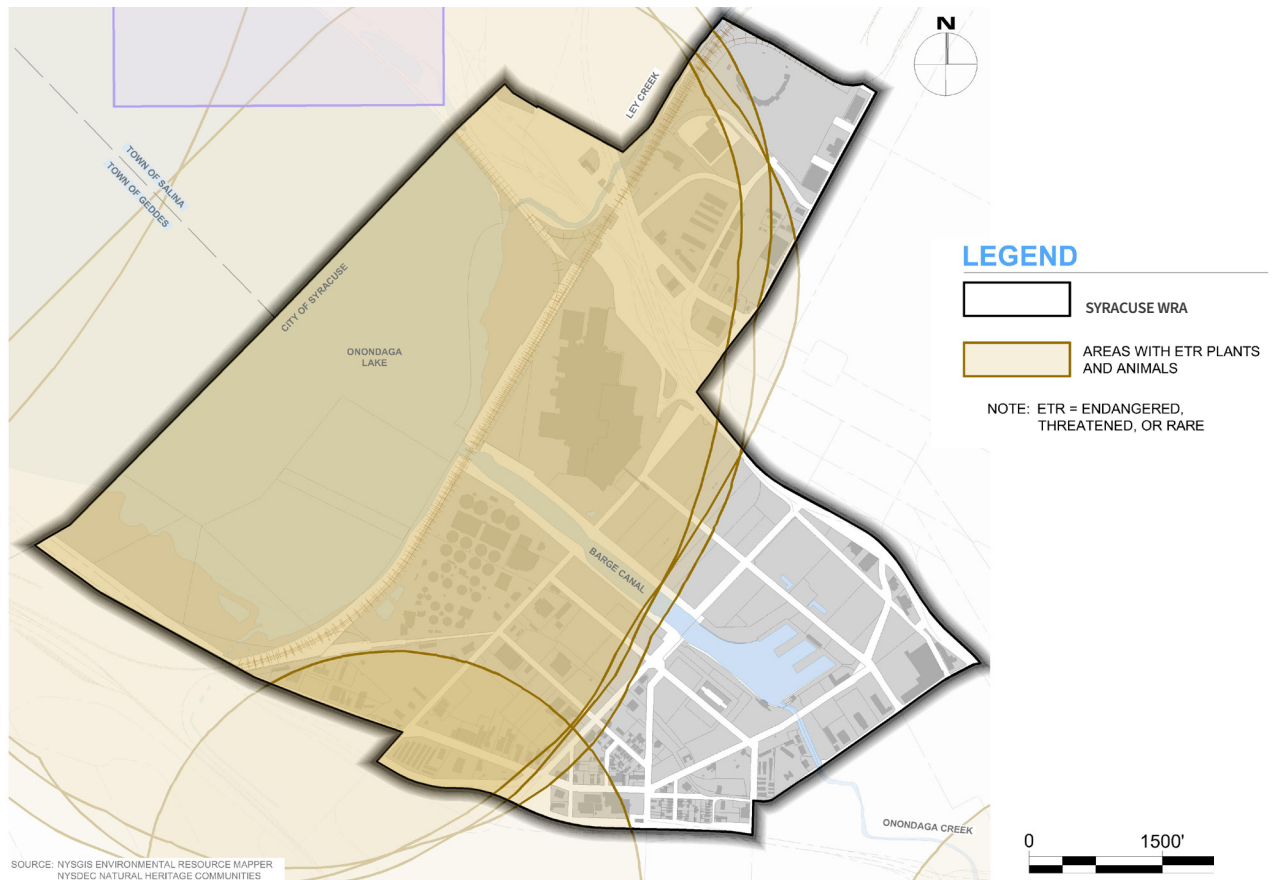
The WRA is home to several threatened and endangered plant species that are protected by New York State Environmental Conservation Law. Endangered species are any native species in immediate danger of extirpation or extinction in New York or any species federally listed as endangered, while threatened species are defined as native species that may become endangered in the foreseeable future in New York or are federally listed as threatened.

Notable endangered animal species within the Syracuse WRA include Lake Sturgeon and Silverjaw Minnows. Endangered plant species include straight-leaved pondweed.

Threatened animal species within the WRA include Indiana bats, bald eagles, longnose gar, bowfin, osprey, while plant species include the annual saltmarsh aster, red pigweed, and seaside bulrush.

Any future developments and improvements within the WRA will have to undergo applicable environmental review to ensure threatened or endangered species will be minimally impacted during development.

ENDANGERED AND THREATENED SPECIES MAP



## SECTION II

# WATER RESOURCES

**This section focuses on existing water resources and management within the WRA. Topics within this section include: waterways, water quality and pertinent state and federal regulations, surface water flow, stormwater management, coastal erosion hazard areas and dam hazard classification.**

### WATERWAYS

#### Onondaga Lake

A primary feature of the Syracuse WRA is Onondaga Lake, a designated inland waterway pursuant to §911(4)(a). Onondaga Lake is approximately 4.5-miles long, one mile in width, and an average of 36 feet in depth. The shoreline borders the City of Syracuse and other municipalities, including the towns of Geddes and Salina, as well as the village of Liverpool. The drainage basin of the lake is approximately 285 square miles and discharges into the Seneca River, which joins the Oneida River to form the Oswego River, which flows into Lake Ontario.

#### Onondaga Creek / Inner Harbor

Onondaga Creek, a designated inland waterway pursuant to §911(4)(c), is a major tributary of Onondaga Lake, which is located in the center of the Syracuse WRA. In the WRA, the creek comprises the Inner Harbor area, which provides public gathering spaces and boating opportunities on the waterfront. Recreational and tourism components of the Inner Harbor are described in the following section of this report.

#### LEY CREEK

Ley Creek is partially located within the Syracuse WRA. Access to Ley Creek is largely restricted due to existing roadways and railroad tracks. In the future, a multi-jurisdictional LWRP can address Ley Creek.

#### ENVIRONMENTAL HISTORY OF ONONDAGA LAKE



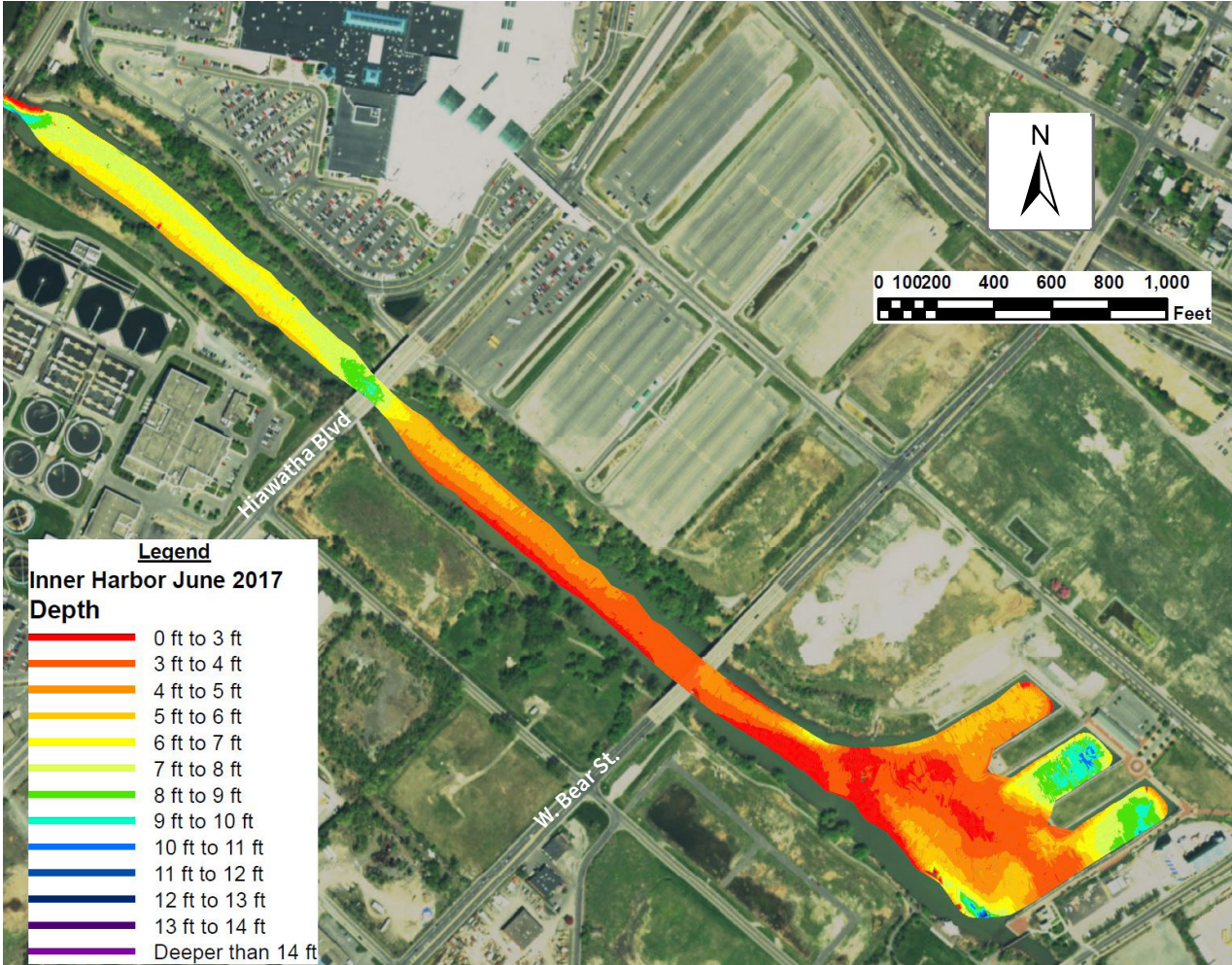
Onondaga Lake was once considered one of the most polluted lakes in the United States due to past industrial discharges and contamination. Pollution and harmful algae bloom (HAB) levels have been remediated and are now monitored by the NYS DEC. Since the completion of dredging and capping activities in 2016, the Lake is now becoming a greater recreational resource for residents and an economic driver for the City. Habitats and aquatic life have also been restored, within the lake, and is becoming a sustainable habitat for wildlife.

# WATER RESOURCES

The headwaters of the creek are located in the Town of Tully, located south of the City, and travels through downtown Syracuse eventually draining into Onondaga Lake. The creek provides habitat for fish species, including carp, brook trout, and brown trout.

The Inner Harbor is part of the New York State Erie Barge Canal; therefore activities within the Harbor are regulated by the NYS Canal Corporation (Canal Corp). According to the Canal Corp, the majority of the Harbor is less than 7 feet in depth. This limits the types of water vessels that can access the Harbor to those under 120 feet in length. Additionally the short height of roadway bridges along the Inner Harbor, including the Hiawatha Road and Bear Street bridges limit the size of vessels that are able to travel along Onondaga Creek.

INNER HARBOR DEPTH



Source: NYS Canal Corporation



## SECTION II

# WATER RESOURCES

### OTHER REGULATED WATERS

#### Navigable Waters and Dredging

Section 10 of the Rivers and Harbors Act of 1899 applies to Navigable Waters; waters that are currently, historically, and could in the future represent opportunity for interstate commerce. All activities and structures within, above, or beneath navigable waters are regulated. Neither Onondaga Lake or Onondaga Creek are designated as Navigable Waterways; therefore, regular dredging does not occur in these waterways.

Past dredging did occur in Onondaga Lake due to the environmental cleanup necessary to remediate the waterbody. According to Honeywell, dredging and capping of the lake bottom was completed in 2016. Approximately 475 acres of the lake bottom was capped with more than 3 million cubic yards of sand, activated carbon, and stone.

#### Underwater Lands

Underwater lands refer to the land under water. Underwater lands within the WRA are owned by the State of New York.

### WATER QUALITY

The Federal Clean Water Act requires that states periodically assess and report on the quality of waters in their state. In New York State a database known as the Waterbody Inventory/ Priority Waterbodies List (WI/PWL) is used to compile water quality assessment information and is maintained by the NYS DEC. This statewide inventory of all waterbodies includes evaluations of the degree to which specific water uses in a waterbody are supported (use support) and the most current overall assessment of the water quality (waterbody assessment).

According to this List, the southern end of Onondaga Lake, which is located within the WRA, is listed as Impaired. Known types of pollutants, from combined sewer overflow, stormwater runoff and former surrounding industrial uses, include mercury, priority organics (PCBs) and dioxin. Pathogens and low oxygen demand is also suspected. Fish consumption in Onondaga Lake is restricted and limited to no more than one meal per month.

New York waterbodies are also assigned a “best use” classification, including :

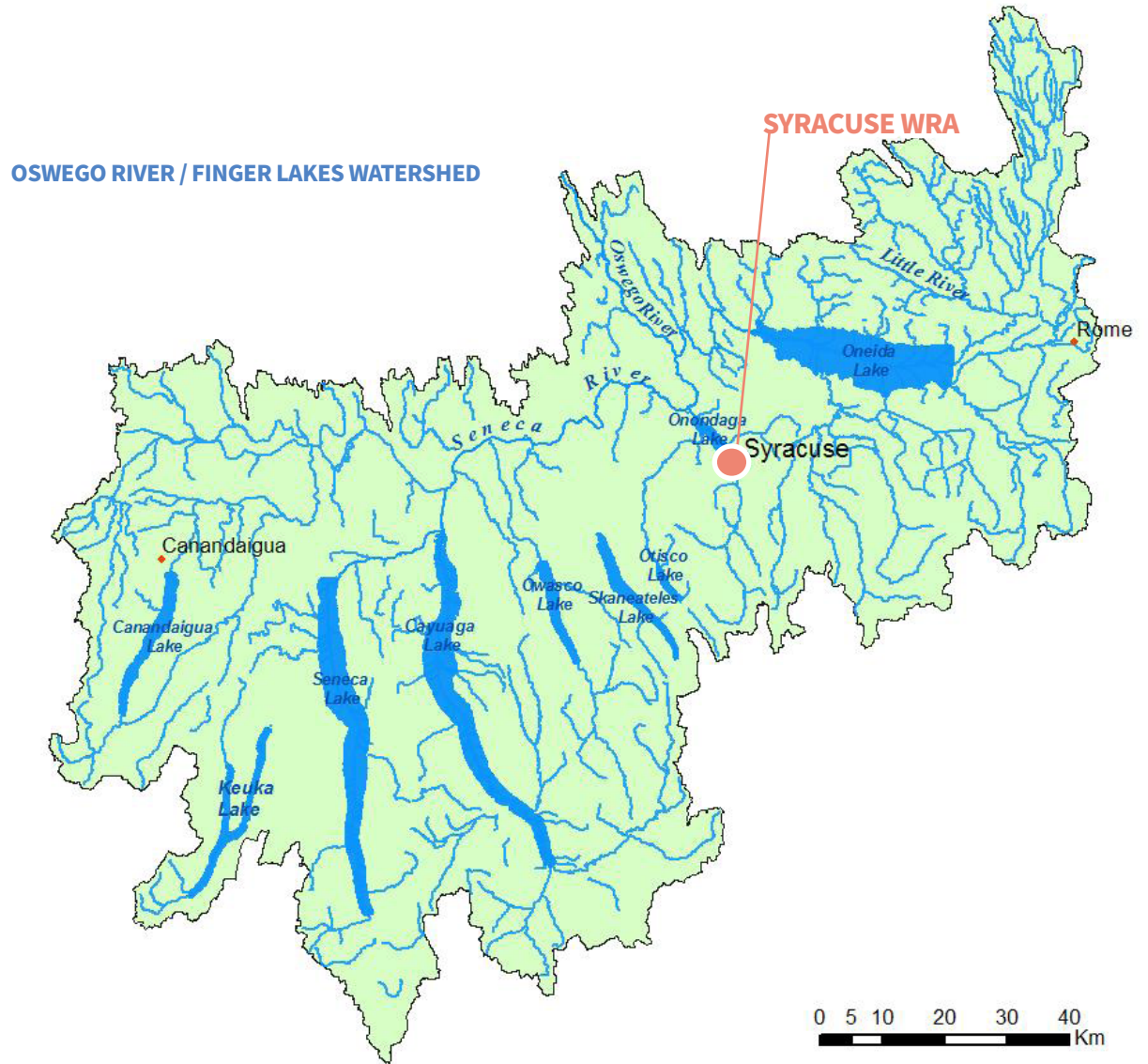
- Class AA and A - water used for drinking water
- Class B - water safe for public swimming and contact recreation activities
- Class C - water safe for fishing and non-contact activities
- Class D - water does not support any of the uses listed above (this classification is rarely used)

The southern end of Onondaga Lake is classified as Class C. This portion of the lake does not allow for swimming or public bathing; whereas the northern portion of the lake does allow swimming.

# WATER RESOURCES

## WATERSHEDS

There are 17 major drainage basins in New York State. The Syracuse WRA falls within the Oswego River/Finger Lakes watershed, which is one of the largest drainage basins in New York State. It includes the Oswego, Oneida, Seneca and Clyde Rivers.



Source: NYS Department of Environmental Conservation

## SECTION II

# WATER RESOURCES

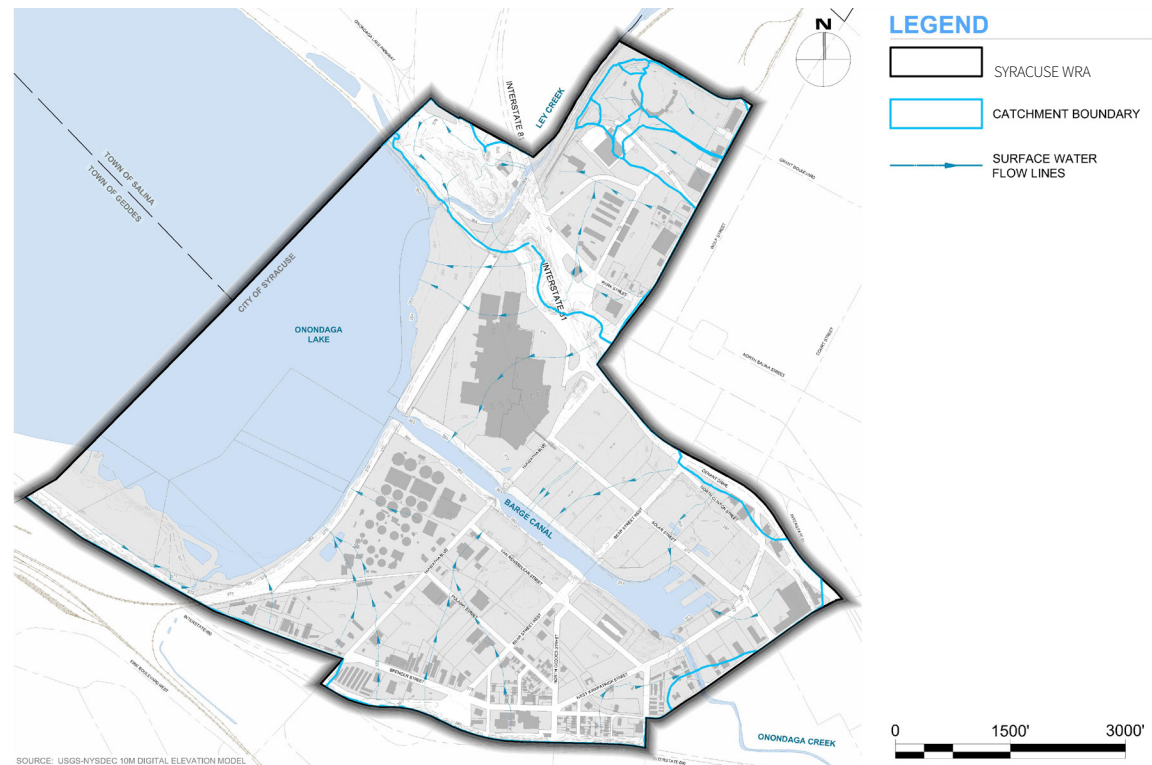
### SURFACE WATER FLOW

Surface water flow data is useful in determining areas prone to flooding during active times of precipitation. Surface water in the Syracuse WRA generally flows toward Onondaga Lake and Onondaga Creek/Inner Harbor. The catchment boundaries for surface water in the Syracuse WRA are concentrated near the northern portion of the WRA proximate to NBT Bank Stadium and the CNY Regional Market.

#### SAVE THE RAIN PROGRAM

The Save the Rain Program was initiated in Onondaga County to reduce the amount of pollution flowing into Onondaga Lake. To date, more than 200 green infrastructure projects have been implemented. The Program is comprised of various initiatives, including a Green Improvement Fund, Rain Barrel Program, and a Tree Planting Program.

SURFACE WATER FLOW MAP



# WATER RESOURCES

## STORMWATER MANAGEMENT

Stormwater control has become a significant NYS DEC Water Program initiative since it has been identified as a top 10 most prevalent cause/source of water quality impairment. As a result, the DEC requires urban municipalities with a minimum population density of 1,000 people per square mile to establish a Municipal Separate Storm Sewer System (MS4), which is a system of stormwater conveyances owned or operated by a public body. Stormwater discharges from Municipal Separate Storm Sewer Systems (MS4s) in urban areas are regulated by the DEC and communities are required to develop a Stormwater Management Program (SWMP) and submit annual reports to the State. The City of Syracuse is designated as an MS4; therefore, is subject to these regulations.

Since the Syracuse MS4 is located in the Onondaga Lake watershed, it is subject to additional requirements where significant reductions of phosphorus from stormwater are required in order to meet necessary water quality standards.

The Syracuse WRA contains stormwater infrastructure. Existing infrastructure, as observed during field visits, show that drainage pipes vary in gauge size depending on their location, but all have degrees of erosion or exposure. Reinforcement and protection of existing stormwater pipes should be considered to ensure water quality in the Syracuse WRA is not negatively impacted.

Additionally, there are existing bioswales and holding ponds on the Destiny USA parking areas, which capture some of the stormwater flow and reduce the velocity of runoff into adjacent areas. Additional bioswales and green infrastructure techniques could be considered for placement within the Syracuse WRA to ensure stormwater runoff can effectively divert and manage surface water flow. These stormwater facilities could also be designed as a community asset or greenspace.

## DAM HAZARD CLASSIFICATION

The DEC maintains a database of the location and conditions of water dams throughout the state. There are no dams within the Syracuse WRA.

### CENTRAL NEW YORK STORMWATER COALITION

The Central New York Regional Planning and Development Board (CNYRPDB) was created as a public agency by the counties of Cayuga, Cortland, Madison, Onondaga, and Oswego Counties to provide a range of planning services associated with growth and development of the area. As part of these functions, the board manages the Central New York Stormwater Coalition, which oversees stormwater management, permitting and programs required by the DEC.

In addition to the required stormwater practices the City must implement, the CNYRPDB also runs an educational campaign on stormwater management issues and solutions for residents in a newsletter titled Gardens and Gutters. In these newsletters, methods are described and promoted which residents and business owners can implement to minimize stormwater impacts and improve water quality, including green infrastructure.

## SECTION II

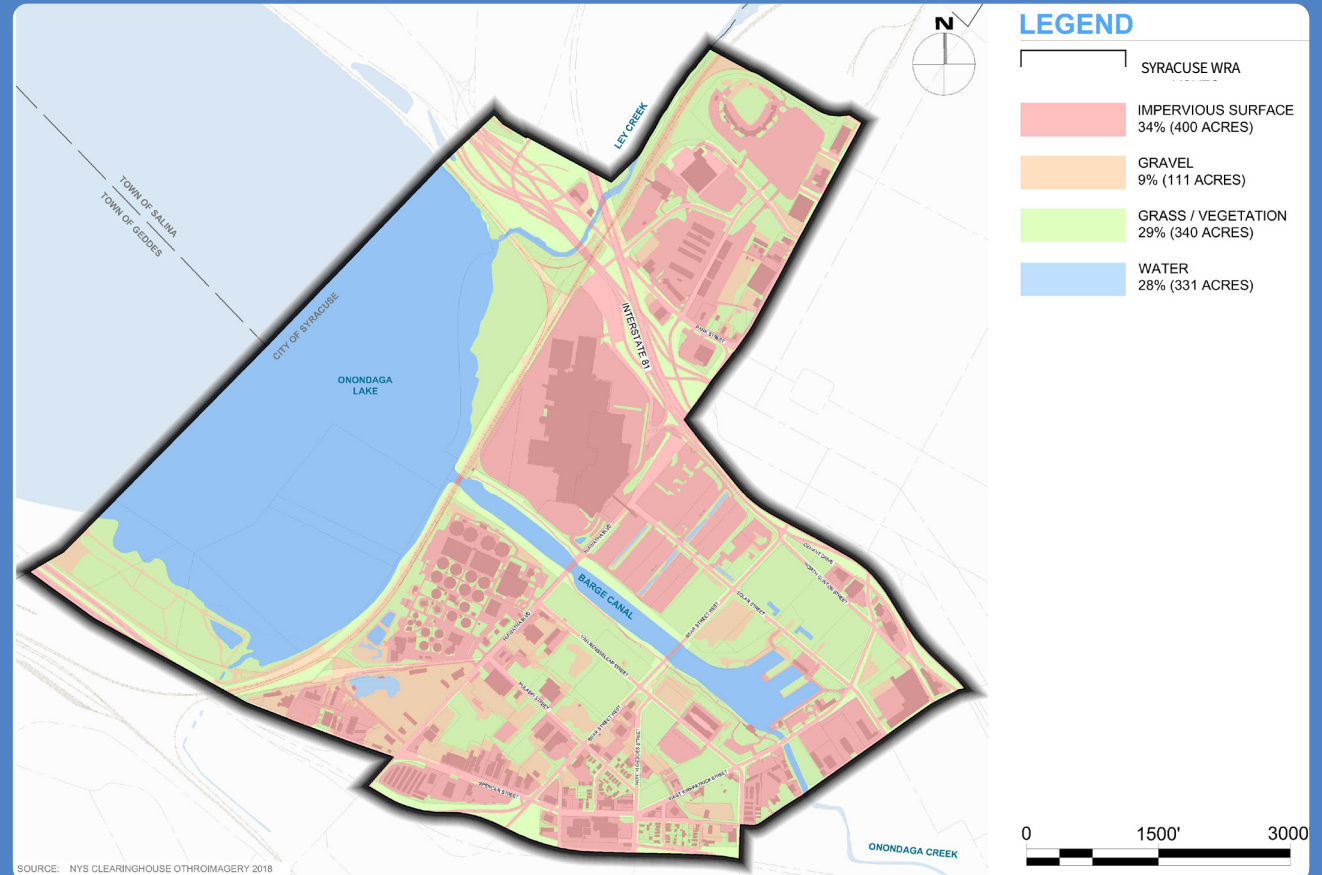
# WATER RESOURCES

### IMPERVIOUS SURFACES IN THE WRA

The Land Cover map shows the impervious surfaces, gravel, grass/vegetation, and water in the Syracuse WRA. About 34% (400 acres) of the WRA is covered with impervious surfaces and 9% (111 acres) are covered in gravel. The remaining 28% (331 acres) is covered by water and 29% (340 acres) grass/vegetation.

Increasing impervious surface coverage should be considered when determining appropriate future development opportunities in the WRA. Future development may require additional infrastructure, including green infrastructure best practices to mitigate increases in runoff to local waterways. All future developments should be in accordance with the City's Stormwater Management Ordinance #53, which requires new developments to consider stormwater runoff and impervious surfaces.

LAND COVER MAP



## SECTION II

# WATER RESOURCES

### WATERFRONT STRUCTURES

Waterfront structures include bulkheads, piers, docks, breakwalls, and seawalls. Many of these structures are intended to protect the shoreline from erosion and flooding during storm events. Additional flood and erosion mitigation measures can be incorporated into these structures to strengthen long-term resiliency.

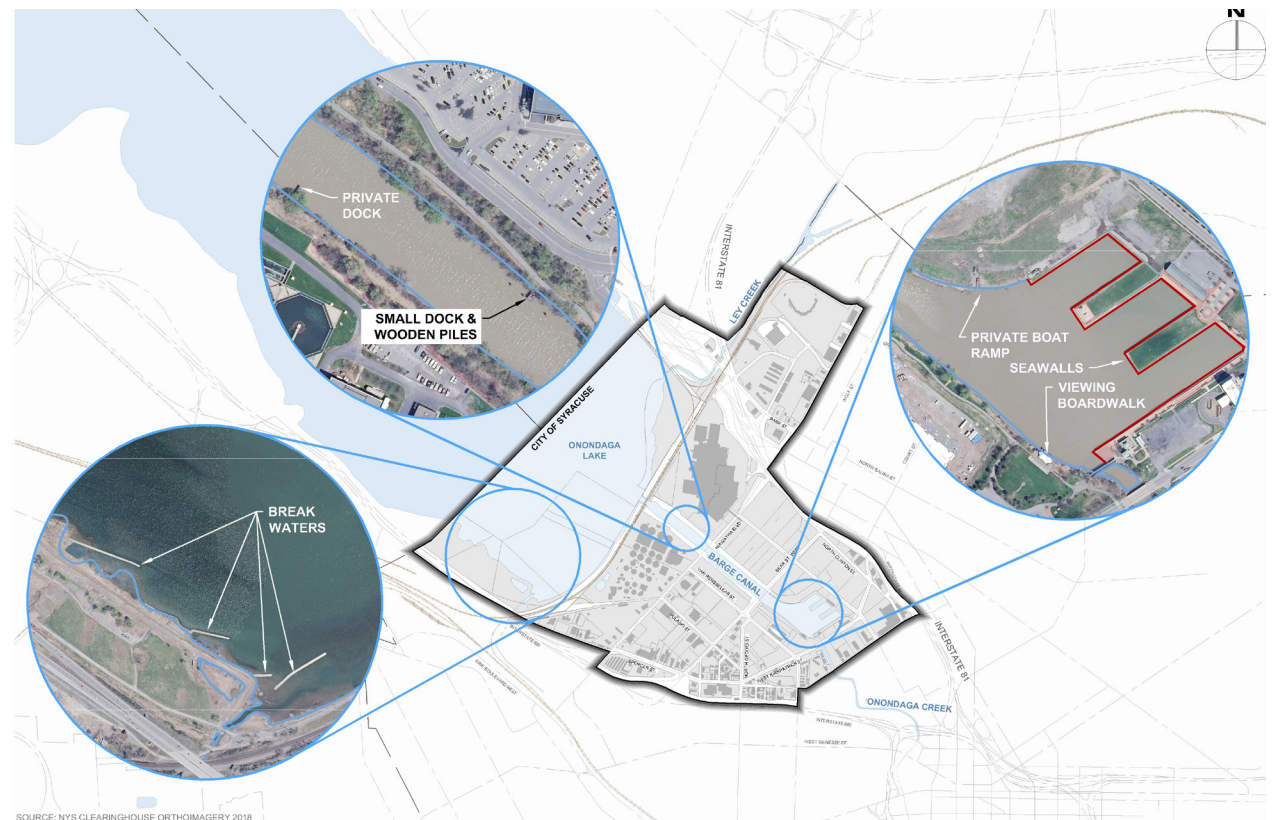
#### Breakwalls

Breakwalls within the Syracuse WRA exist off the southern shoreline of Onondaga Lake. These concrete breakwalls jut out from the shoreline into the water to protect the shoreline from erosion due to water activity. Based on field observation, these breakwalls appear to be in good condition and they can be depended on for water-enhanced uses.

#### Seawalls

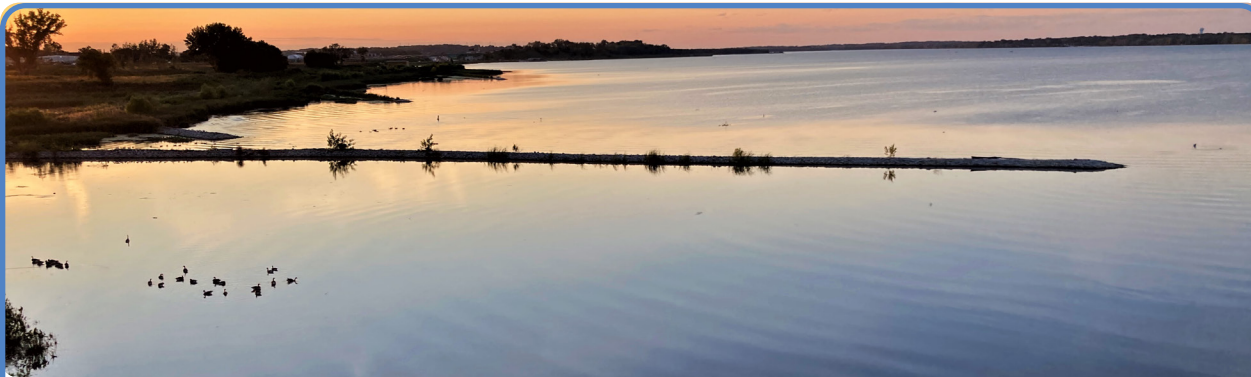
A seawall is a structure installed to protect land from water action due to tides and waves. Concrete seawalls are located along the Inner Harbor area. Based on field observation, these seawalls appear to be in good condition they can be depended on for water-enhanced uses.

WATERFRONT STRUCTURES MAP



\*This map also shows boat docks and ramps, which are described in the Water-Dependent Uses section of this report.

# WATER RESOURCES



Onondaga Lake Breakwall



Seawalls at the Inner Harbor

## KEY TAKEAWAYS

The Syracuse WRA is comprised of a number of water resources, most significantly Onondaga Lake, Onondaga Creek and Ley Creek (designated inland waterways). These resources play a significant role in the environmental health and recreational opportunities in the area. Continued restoration of these resources, including water quality and stormwater management practices, will be a priority to ensure their long-term integrity and well-being. Incorporating natural features to the breakwall and seawall structures such as stream buffers and native plants can enhance the resiliency of these structures over time by allowing them to absorb excess water, stabilize sediment, and slow waterflow.

Additional green infrastructure practices in the WRA, such as bioswales, green roofs, and permeable pavements should be considered when planning for future development and recreational improvements, as indicated in the proposed projects.

## SECTION II

# RESILIENCY

**This section focuses on resiliency within the Syracuse WRA. Resiliency, as defined by NYS Department of State, is the ability a community has to reduce or avoid harm and to rebound from severe weather-related impacts such as flooding, erosion, and climate change.**

### FLOOD HAZARD AREAS

Flooding has not been a frequent occurrence in Syracuse over the last four decades. 5.8% of the land in the city as a whole sits in the 1% Flood Event Hazard Area, and 7% in the 0.2% Flood Event Hazard Area. Approximately 2% of buildings within the City of Syracuse sit in the regulatory floodplain, and 200 properties are participating in the National Flood Insurance Program.

Specific to the WRA, there is limited flood risk to lands according to Federal Emergency Management Agency (FEMA) Flood Insurance Maps. The only critical facilities potentially impacted by flooding are the northeast section of the Wastewater Treatment Plant, a portion of I-81, and the Regional Transportation Center. The only historical, cultural and economic assets within the Flood Hazard area include a portion of the

Onondaga Creekwalk south of the Lake Lounge area, the NYS Barge Canal Historic District, the CNY Regional Market, and NBT Stadium.

The city of Syracuse regulates development within floodplains with the adoption of a new floodplain protection ordinance in 2016 to reduce flood risk for new and improved structures. While flooding is a small risk for the WRA, it is important to consider incorporating flood mitigation and prevention practices into future developments and public amenities to create a more resilient community. Practices to reduce flood risk include but aren't limited to landscaping, stormwater runoff control, building/amenity elevation, materials, etc.

It should be noted that approximately 8 miles south of the WRA, a flood prevention dam was built on Onondaga Creek, located in the Onondaga Nation. This dam was constructed in 1949.

### EROSION

Though there are limited flood impacts to the WRA, turbidity of Onondaga Creek has been an issue. High turbidity, caused by sediment and stream erosion, has led to water quality

impacts in Inner Harbor. Excessive turbidity may negatively impact aquatic life. There is an opportunity for a future watershed analysis to study erosion issues along the entirety of Onondaga Creek, reduce erosion, and increase water quality.

### Ice Buildup

Onondaga Creek is vulnerable to ice buildup during the winter months, which can cause ice jams, flooding, and erosion along the creek and Inner Harbor areas of the WRA. Ice jams can also cause structural damage to nearby infrastructure.

### ASSET INVENTORY

While there are limited assets within the current regulatory flood zone, the WRA has various assets that could be impacted by future severe weather and/or flooding. These assets include major infrastructure, economic, recreational, historical, housing and natural assets.

### Risk Factors

Assessing the risk posed to these important assets can help communities understand vulnerabilities, which will help in the development of plans and strategies to create more resilient communities



## ASSET INVENTORY IN THE WRA

### MAJOR INFRASTRUCTURE ASSETS

Wastewater Treatment Plant

CSX Railway

I-690

I-81

Regional Transportation Center

### MAJOR ECONOMIC ASSETS

Destiny USA

CNY Regional Market

Aloft Syracuse Inner Harbor

Embassy Suites Hilton

### MAJOR RECREATIONAL ASSETS

NBT Stadium

Onondaga Creekwalk

Inner Harbor Park

Empire State Trail

Loop the Lake Trail

### MAJOR HISTORICAL ASSETS

NYS Historic Barge Canal District

### MAJOR HOUSING ASSETS

Iron Pier Apartments

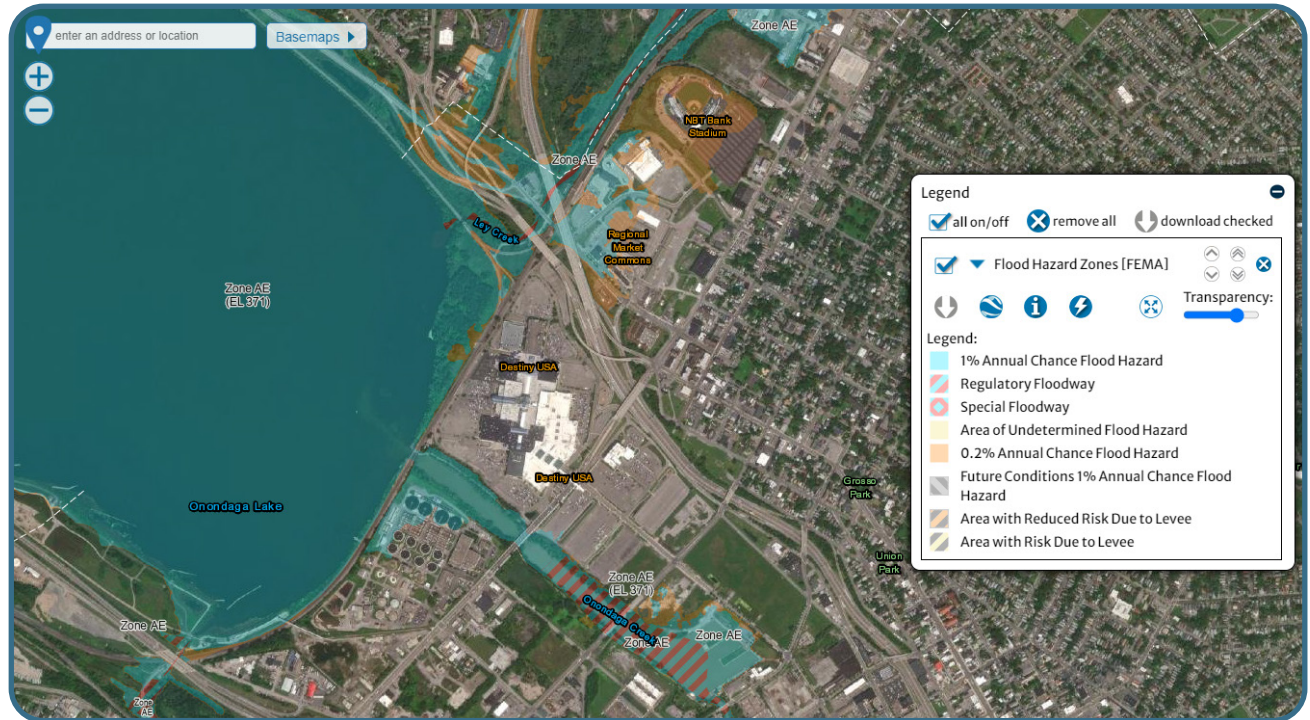
Marquette Street Neighborhood

### MAJOR NATURAL ASSETS

Onondaga Lake & Creek

Murphy's Island

## NYSDOS RESILIENCY MAP



Snapshot of FEMA Flood Hazard Zones from the NYSDOS Resiliency Mapper

## SECTION II

# RESILIENCY

in the long term. The risk assessment tool was developed by NYSDOS with categories that include hazard, exposure, and vulnerability scores which help calculate the risk score. Risk scores are divided into four categories based on severity, which are:

- Severe risk, meaning flooding impacts could be devastating to the community, and asset protection should be a community priority;
- High risk, indicating significant negative impacts could occur with flooding;
- Moderate risk, meaning moderate to severe consequences could occur after an event; and
- Residual risk, meaning a flood event would have minor and/or infrequent consequences.

Due to their locations within the regulatory flood zone, a risk assessment was completed on the Wastewater Treatment Plant, the Regional Transportation Center, and I-81.

The Wastewater Treatment Plant and I-81 received a risk score of 18. According to the NYS Department of State Risk Assessment Tool, risk scores in this category pose moderate to serious consequences, but adaptation may be of lower

priority due to either exposure or vulnerability remaining relatively low. A combination of measures to reduce exposure and/or vulnerability can be used to protect this asset.

The Regional Transportation Center received risk score of 6, indicating residual risk. Risk scores in the residual risk category indicate that a flood event would pose minor or infrequent consequences on the community. Though risk is low, it does not eliminate the threat of a flood event entirely. Minimal measures can be implemented and monitored.

While not considered critical facilities, both the CNY Regional Market and NBT Stadium scored in the residual risk score. Regardless of critical designation, the CNY Regional Market and NBT Stadium contribute to the economic and recreational welfare of the WRA. Measures should be taken to ensure their resiliency in future flood events.

To reduce flood risk, a variety of risk reduction measures can be incorporated into proposed projects and future developments. Risk reduction measures include scenario planning, conservation, enhancement and restoration of

natural features, and public education. Multiple risk reduction measures can be applied at once to create a layered approach to flood mitigation to protect assets for years to come.

### **SEVERE WEATHER**

According to the Onondaga County All-Hazard Mitigation Plan, the city of Syracuse is most vulnerable to severe wind storms, severe winter weather storms, and occasional flash flood occurrences from stormwater. The Syracuse region is at risk of seeing an increase in precipitation through the rest of the century, which may increase flood risk and reduce ability to rebound from severe weather events. These events are not exclusive to the WRA and can occur across the city, and region. To increase the resiliency of the WRA, proposed projects and future developments should consider the City's floodplain ordinance, even if the project is not located within the regulatory floodplain. By doing this, the WRA will be ready and resilient for any future extreme precipitation, flash floods, and snow melt.

# RESILIENCY

**Emergency services are critical to the health, safety, and long-term resilience of a community. Not only can emergency services help prepare the community ahead of a disaster, but they can also help during the storm event, and assist with recovery in the aftermath of a weather and/or flood event.**

## EMERGENCY SERVICES

### Fire

The City of Syracuse has 11 fire stations that are home to nine Engine Companies, six Truck Companies, Airport Rescue, and Haz-Mat. While there are no stations within the WRA, all addresses within the City of Syracuse are less than two miles away from a station with an average response time of four minutes anywhere in the city. The closest station to the WRA is Syracuse Fire Station 2, located on Lodi Street just east of the WRA boundary. Fire Station 2 houses Engine Company 2 and Truck 2. The Syracuse Fire Department is one of less than 300 departments across the country to

hold an ISO Class 1 rating, representing superior property fire protection. The department is staffed with over 350 firefighters and answers 21,000 alarms annually. The fire department provides fire suppression, emergency medical response, fire prevention, disaster management (including rescue boats for marine disasters), public education and similar services.

### Police

The majority of the WRA is a part of the 490 North Police Patrol district. There are no police stations within the WRA, but the Northside Community Police Center at 255 Wolf Street is located a block outside of the WRA boundary and provides public safety services to residents and businesses in the area.

The Onondaga County Sheriff's Office's Navigation Team enforces New York State Navigation Laws, and patrols and enforces boating laws on all navigable waterways within the County, including Onondaga Lake and the Inner Harbor.

## KEY TAKEAWAYS

The Syracuse WRA has a low risk of flooding and other natural disasters that would impact critical facilities, historical resources, economic, natural and recreational assets, meaning the WRA itself is rather resilient. Regardless of risk, there is ample opportunity to plan for a more resilient future by incorporating risk reduction measures and mitigation practices into existing and future development, considering more resilient building materials, placement of projects, stormwater runoff, etc. By planning for future flood events, the community will create a more resilient WRA and prevent negative impacts on any important assets within the WRA.

## SECTION II

# HISTORIC & CULTURAL RESOURCES

Historic buildings and sites are often places where people share a common space, common experience, and a sense of identity and pride in a place. Historic and cultural resources are an essential component of a healthy local economy, as they help strengthen and sustain a community's identity. A detailed historical context for the WRA can be found in Section I of this document.

### NATIONAL REGISTER HISTORIC DISTRICT

#### NYS Barge Canal Historic District

A portion of the NYS Barge Canal Historic District falls in the center of the Syracuse WRA along Onondaga Creek and the Inner Harbor, and is accessible via the Erie Canalway Trail. The historic district spans 450 miles and includes the four branches of the state's canal system. The WRA is located on the Erie Canal Branch, extending 340 miles from Waterford to Tonawanda.



The historic Barge Canal circa the 1920s.

The NYS Barge Canal is a state-owned system of canals that was developed in the early twentieth-century. It is a direct successor to the original Erie Canal. The NYS Barge Canal Historic District is the only historic district within the WRA.

# HISTORIC + CULTURAL RESOURCES



**Legend**

- Syracuse WRA + HMA
- Municipal Boundary

**Historic Resources**

- National Register of Historic Places - Site
- National Register of Historic Places - Building

## SECTION II

# HISTORIC & CULTURAL RESOURCES

### Inner Harbor Freight House

Located on the banks of the Inner Harbor sits a 105-year-old freight house built in 1918, which originally stood on the south pier in the Harbor. The freight house was historically used for temporary storage of boxes and goods moving in and out of the barge canal terminal.

The freight house was moved to the east bank of the Inner Harbor in 2000. Today, the freight house is used as event space, with plans to relocate the freight house back to the piers.

Although not listed on the National Register of Historic Places, it is one of the most recognizable historic structures within the Syracuse WRA.

### A WEALTH OF HISTORIC RESOURCES

While the NYS Barge Canal Historic District is the only designated historic resource located within the WRA, there is a wealth of resources located just outside the boundary and beyond, such as the North Salina Street Historic District, Franklin Square Historic District, and Onondaga Parkway Historic District.

The City of Syracuse has 12 districts listed on the National Register of Historic Places and over 100 individually listed sites. The City is also one of 19 designated NYS Urban Heritage Area's in the state. Each designated area is recognized for distinctive contributions to the history and culture of the state by the New York State Office of Parks, Recreation and Historic Preservation. Syracuse designated under the themes of Transportation and Business, and Capital due to the Erie Canal's influence on the City's development.

### KEY TAKEAWAYS

Historic and cultural assets play a critical role in both tourism and creating a unique sense of place. The presence of historic assets, such as the NYS Barge Canal Historic District, as well as proximate historic resources is a key strength of the Syracuse WRA. These resources can be leveraged to enhance the visitor experience and tourism industry within the City of Syracuse. Opportunities to increase access to these resources through signage and wayfinding, trail expansion, and adaptive reuse will be explored. A signage and wayfinding strategy can help connect visitors and residents to the existing historical resources while connecting them to important pieces of Syracuse history. Not only does this provide an educational opportunity, but it helps to generate a strong sense of place that will encourage people to stay longer — and to keep visiting.



The Inner Harbor Freight House

## SECTION II

# SCENIC RESOURCES

**Scenic resources are visual experiences along waterways, roadways, parks, conservation areas, and recreational areas. Scenic resources add to the character and beauty of a community while building a strong sense of place. The Syracuse WRA is home to a number of scenic resources and views, including Onondaga Lake, Onondaga Creek and Inner Harbor.**

### SCENIC VIEWS

The Syracuse WRA provides opportunities for scenic viewing of resources, such as along the Onondaga Lake shoreline. Scenic views of Onondaga Lake, Onondaga Creek, and the Inner Harbor are provided to residents and visitors of the waterfront. Opportunities for scenic viewing of the waterbodies within the WRA are provided to users of the recreational trail system, such as the Onondaga Creekwalk, Loop the Lake trail, and Empire State Trail since these networks generally run parallel to the waterfront. Some areas provide benches for seating but there is an opportunity through— implementation of LWRP projects—to expand amenities to allow visitors to enjoy their views and resources



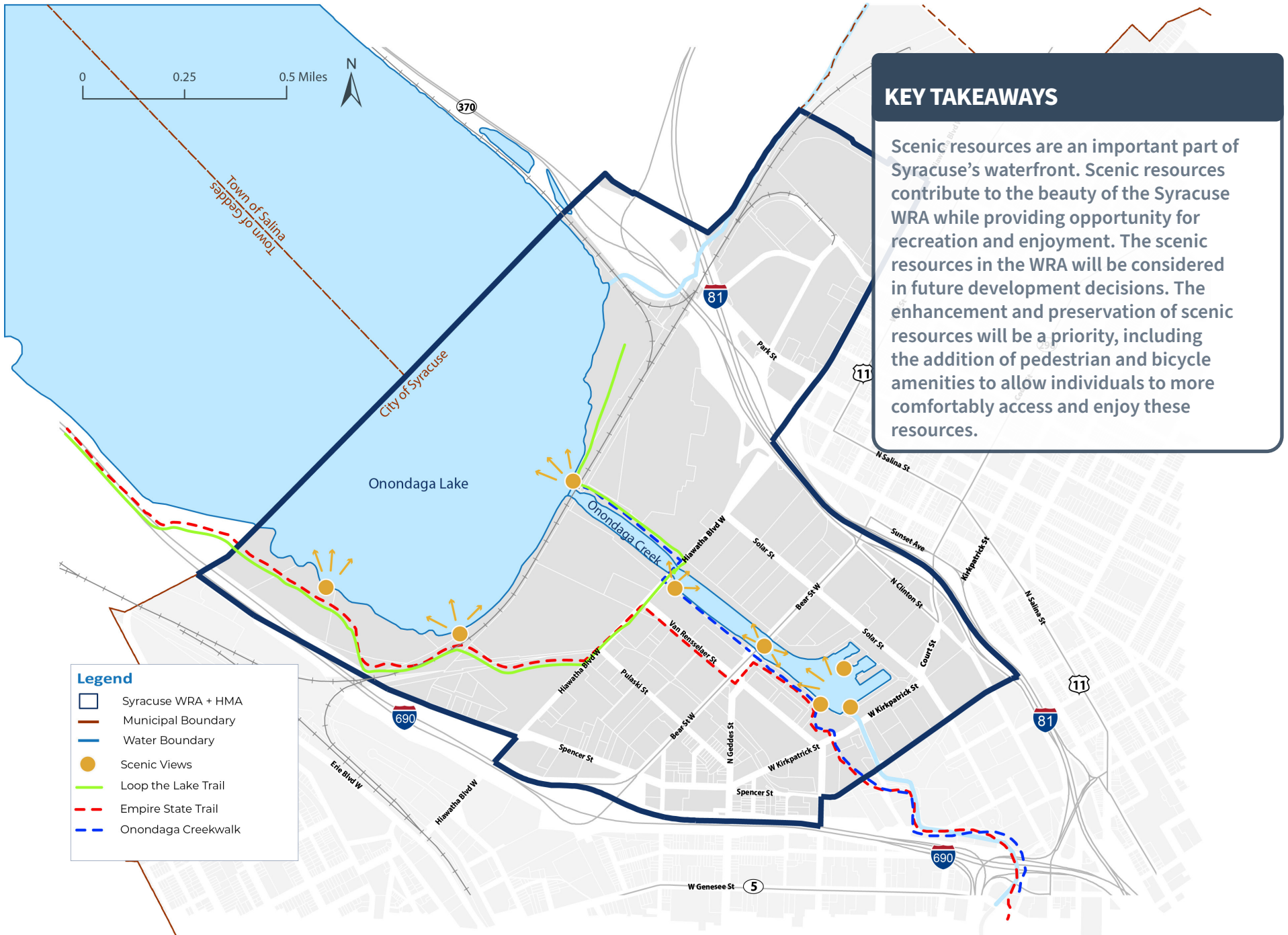
View of Onondaga Lake from the Onondaga Creekwalk.



View of Onondaga Creek / Inner Harbor.



# SCENIC RESOURCES



**Legend**

- Syracuse WRA + HMA
- Municipal Boundary
- Water Boundary
- Scenic Views
- Loop the Lake Trail
- Empire State Trail
- Onondaga Creekwalk

**KEY TAKEAWAYS**

Scenic resources are an important part of Syracuse’s waterfront. Scenic resources contribute to the beauty of the Syracuse WRA while providing opportunity for recreation and enjoyment. The scenic resources in the WRA will be considered in future development decisions. The enhancement and preservation of scenic resources will be a priority, including the addition of pedestrian and bicycle amenities to allow individuals to more comfortably access and enjoy these resources.

## SECTION II

# INFRASTRUCTURE

### WATER INFRASTRUCTURE

#### Syracuse Metropolitan Wastewater Treatment Facility

The Syracuse Metropolitan Wastewater Treatment Plant, built in 1960, is located on the southern shore of Onondaga Lake. The Plant treats wastewater for over 25,000,000 people, including industrial and commercial customers. About 60% of the wastewater comes from the City of Syracuse, with the remainder from nearby communities, and hauled septic waste from Onondaga County residents. The processes to treat the wastewater include screening, grit removal, low-lift pumping, odor control, primary clarification, aeration, secondary clarification, thickening and blending, digestion, dewatering, as well as some advanced treatments such as ammonium reduction via Biological Aerated Filtration (BAF), phosphorus reduction via High-rate Flocculated Settling (HRFS), Pathogen Reduction via Ultraviolet Radiation, and Odor Control via a gas collection system.

The Plant treats approximately 65 million gallons per day (MGD), with a design capacity of 84 MGD, a full treatment capacity of about 126 MGD and a hydraulic capacity of 240 MGD during wet weather events. On average the plant runs at about 77% capacity, allowing for an additional 23% or 19 MGD of flow.



Syracuse Metropolitan Wastewater Treatment Plant

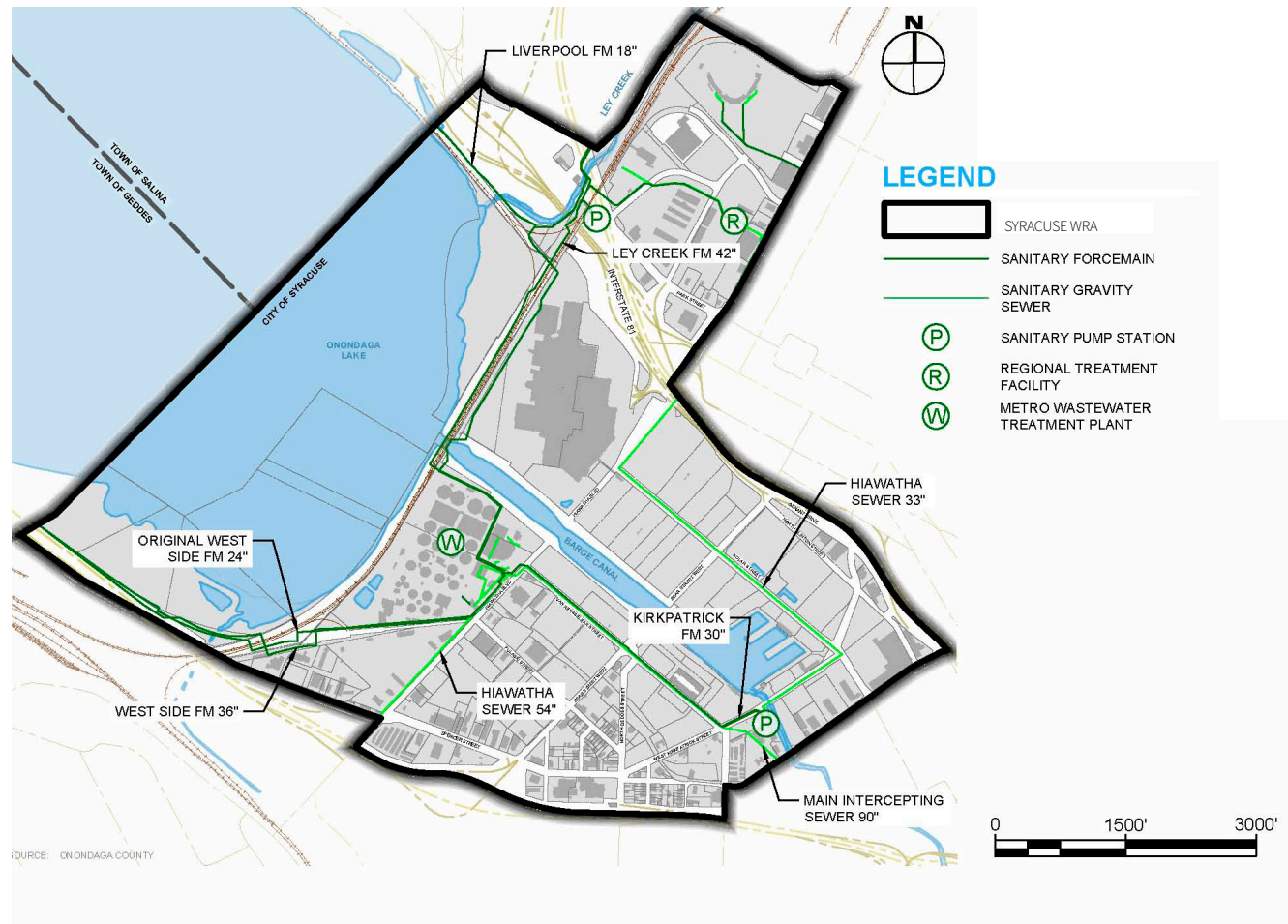
# INFRASTRUCTURE

## Sanitary Sewer

Sanitary sewer infrastructure is provided throughout the Syracuse WRA. The sanitary sewer system is a combination of forcemain and gravity-fed pipes, ranging from 18- to 54-inches in diameter. Forcemain pipes generally run from the northern portion of the WRA north of Destiny USA to Interstate 690. Gravity-fed infrastructure generally runs along Solar Street, south of the Inner Harbor, Van Rensselaer Street and Hiawatha Boulevard.

There are no known concerns with sewer infrastructure in the WRA. Preventative measures are important to consider to minimize the risk of any critical failures that may occur in the area.

SANITARY SEWER INFRASTRUCTURE MAP



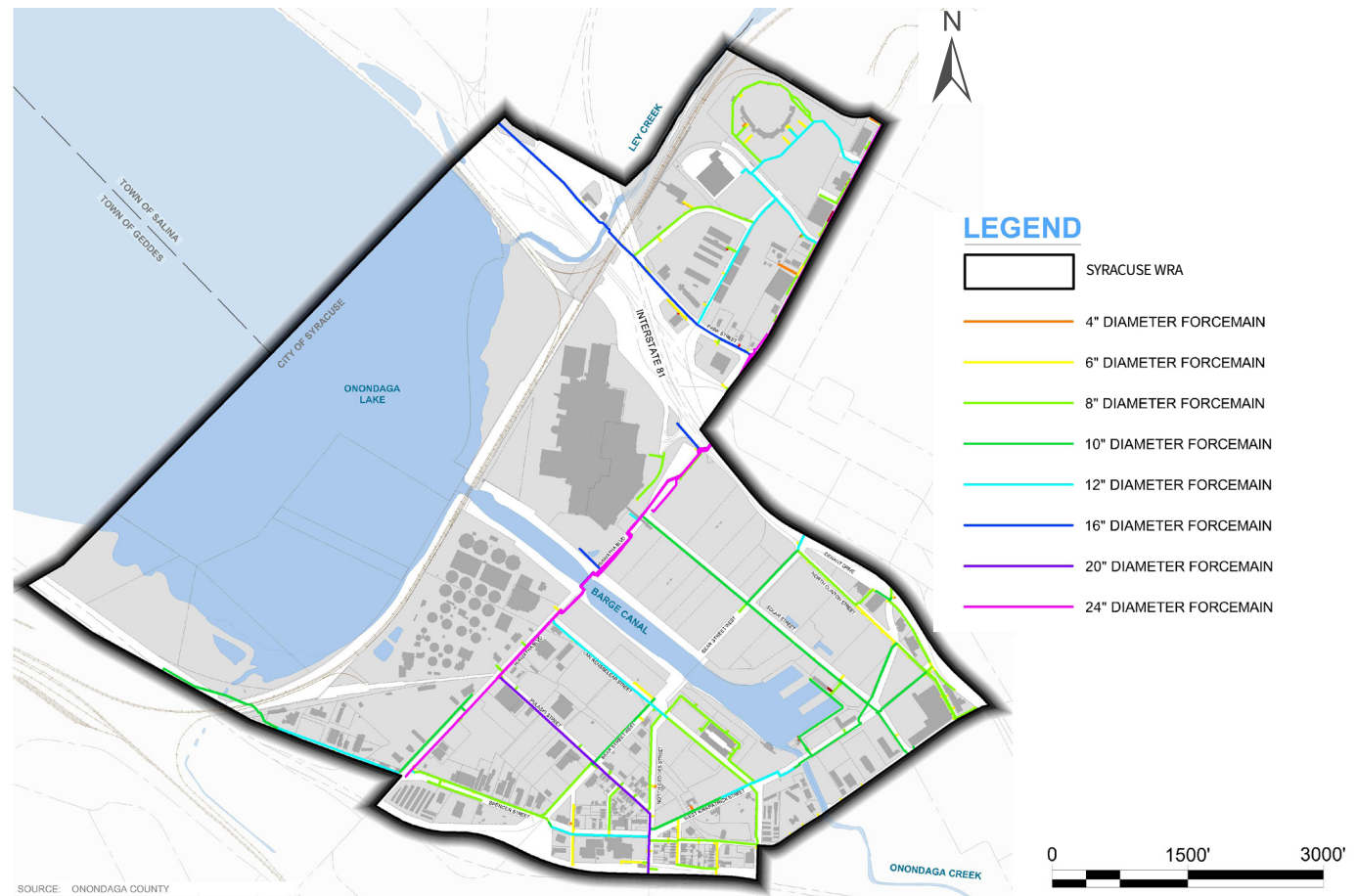
## SECTION II

# INFRASTRUCTURE

### Water Mains

Water supply infrastructure is present throughout the Syracuse WRA. The WRA is served by a range of forcemain pipes, ranging from four to 24-inches. The larger water supply pipes run parallel to Hiawatha Boulevard, Interstate-81 and along Pulaski Street. There are no known issues or capacity concerns regarding potential future development within the Syracuse WRA. Water infrastructure needs would be evaluated on a project-by-project basis, prior to approval or construction of new facilities.

WATER MAIN INFRASTRUCTURE MAP



# INFRASTRUCTURE

## SOLID WASTE DISPOSAL

According to the NYSDEC, there are no active landfills within the Syracuse WRA; however, there is one active permit for a transfer facility located on State Fair Boulevard near the southern border of the study area. The permit expires in October 2027. A transfer facility is a facility where waste is received, consolidated, and then transported to a subsequent facility for processing, treatment, further transfer, or disposal. Often, residents or local haulers bring waste to transfer facilities, where the waste is consolidated and then transferred to larger facilities.

Refuse and recycling pick up for residential and commercial properties is provided by the City of Syracuse Department of Public Works as a weekly service. Commercial properties also have an option to utilize private collection services, if desired. Recycling is mandatory for properties within Onondaga County.

## ENERGY PRODUCTION TRANSMISSION

### Utilities

The primary electricity and natural gas utility in the City of Syracuse is National Grid.

### Renewable Energy

The City of Syracuse is committed to implementing projects that utilize renewable energy sources. As a component of the Comprehensive Plan, the City created a Sustainability Plan, which includes recommendations to reduce the City's energy footprint. In 2018 the City was designated as a Clean Energy Community due to achievements in green energy, such as clean natural gas city fleets and benchmarking energy use in City buildings. There are no renewable energy projects within the Syracuse WRA; however, there are electric vehicle charging stations located at the Destiny USA mall.

## KEY TAKEAWAYS

The Syracuse WRA is well served by existing water, sanitary sewer, gas and electric infrastructure. Based on the inventory of infrastructure network systems and their conditions, future development can be supported within the WRA. The City should continue to evaluate infrastructure on a regular basis to determine where upgrades and improvements may be needed, as well as further explore renewable energy solutions as energy demand increases.

## SECTION II

# TRANSPORTATION

**Transportation networks and systems are essential components of a thriving community, as they influence how residents and visitors move throughout an area. The Syracuse WRA is served by a well-developed transportation network with multiple systems, including vehicular, public transportation, rail, bicycle and pedestrian systems, and recreation trails.**

### ROADWAYS

#### Major Roads

The Syracuse WRA's street network encompasses Interstate Highways, arterials, collectors and local roads. The WRA is primarily served by two principal arterial interstate routes that provide key access points to the WRA, Downtown Syracuse and other local and regional connections.

Interstate 81 is a north-south highway which extends from Dandridge, Tennessee to its northern terminus on Wellesley Island at the Canadian border. Interstate 690 is an auxiliary highway that extends for 14.2 miles through the City of Syracuse, and provides connectivity from Interstate 90 to Interstate 481. The Syracuse WRA is also served by two primary arterials, Hiawatha Boulevard and W. Bear Street.

Roadways within the Syracuse WRA are generally in fair condition, but the majority are in need of resurfacing and curbing. There are several instances of poor sight lines at intersections, including the W. Kirkpatrick Street / N. Geddes Street and N. Geddes / W. Bear Street intersections. Many roadways within the WRA will require basic road maintenance and evaluation of improvements to enhance safety for multi-modal users.

### TRAFFIC VOLUMES

The New York State Department of Transportation (DOT) collects data on major roadways for its Local Highway Traffic Volume Report, including Annual Average Daily Traffic (AADT) counts. AADT is the number of vehicles that travel on a specific roadway on a typical day throughout the year.

The heaviest traffic volumes within the WRA occur on I-81 and I-690. I-81 runs along the northeastern boundary of the WRA and has an AADT of 57,298. I-690 runs along the southwestern boundary of the WRA and has an AADT of 37,895. These traffic patterns are most likely attributable to commuters heading to Downtown Syracuse.

Hiawatha Boulevard experiences the highest traffic volumes within the WRA's internal roadway network, with an AADT of approximately 25,000 vehicles per day. Other internal roadways such as W. Bear Street experience an AADT between 1,500 and 5,900. These roadways can support additional capacity if development were to occur.

# TRANSPORTATION NETWORK AND VOLUMES



## SECTION II

# TRANSPORTATION

### INTERSTATE - 81 PROJECT

*Interstate-81, runs along the northern portion of the WRA and is an important commuter route within the Syracuse region. The I-81 Corridor Study began in 2008 by New York State Department of Transportation (DOT) to conduct a high-level analysis of potential options for the future of the corridor since many sections of the interstate are nearing the end of their useful life. Project alternatives identified for the corridor include a No-Build Option (maintenance of the current system), Community Grid Option (demolition of the existing viaduct and dispersing traffic), and a Viaduct Alternative (full reconstruction of the corridor). The selected option for this corridor is the Community Grid alternative.*

*A summary of key changes to take place within the WRA include:*

- *I-81 will be reclassified as the 81 Business Loop;*
- *Realignment of the Court Street bridge;*
- *Reconstruction of the Spencer Street bridge;*
- *Consolidation of highway ramps combined with Bear Street improvements to provide enhanced connection between I-690 and BL-81;*
- *Extension of N. Clinton Street to provide a more seamless connection to downtown;*
- *New multi-use trail connection on the north side of Bear Street from Van Rensselaer to the Creekwalk;*
- *Open space improvements, interpretive node and new multi-use trail connection north of interstate near Hiawatha Boulevard.*



**Illustrative view looking north from BL-81 Bear Street on-ramp toward Destiny USA**



# TRANSPORTATION

## BRIDGES

Bridges play an important role in connecting people, goods and transports. While bridges provide critical connections, they can also pose an array of challenges including significant maintenance and repair costs.

Within the Syracuse WRA there are 17 vehicular bridges. A majority (53%) of these bridges are in deficient condition (NYSDOT condition rating below 5) and need repair, while only 12% are in good condition (NYSDOT condition rating above 6.) The bridges are predominantly concentrated on the border of the WRA, along I- 81 and I-690. There are three bridges connecting the roadways over Onondaga Creek, with only one in fair condition.

Several bridges, such as those located at the mouth of Onondaga Lake, as well as the Hiawatha Boulevard and W. Bear Street bridges over Onondaga Creek present challenges to boat access into the Inner Harbor and pedestrian mobility in the WRA. Bridges and their eventual replacement create opportunities for iconic designs that will enhance the Inner Harbor and surrounding area.

## RAIL

Railroads are an integral component of an effective transportation network, as they transport goods and provide alternative transportation options that help to alleviate congestion on highways and reduce energy consumption. The Syracuse WRA includes freight commercial rail service along the rail corridor owned and operated by CSX Transportation. This line provides direct service from the Port of Oswego and Fulton, and connects to the DeWitt Yards, the largest intermodal rail yard in New York State. The yard transfers both domestic and international freight between trains and trucks.

The WRA is also serviced by three commuter Amtrak routes (Lake Shore Limited, Empire Service, and Maple Leaf) that provide passenger rail service throughout North America. The train station is located at the William F. Walsh Regional Transportation Center, Syracuse's one-stop transportation center for intercity, local and regional travel.

The presence of rail infrastructure is a benefit; however, it also presents challenges to expanding waterfront access since rail lines act as a barrier to Onondaga Lake.



There is a privately-owned pedestrian bridge on the Destiny USA property located on Hiawatha Boulevard near Solar Street, that connects mall goers to parking areas on the east side of Hiawatha Boulevard. This bridge is a necessary pedestrian facility due to the volume of traffic seen on Hiawatha Boulevard.

# BRIDGE LOCATIONS + CONDITIONS



# TRANSPORTATION

## PUBLIC TRANSPORTATION

The Syracuse WRA is a central hub for public transportation as it is the home of the William F. Walsh Regional Transportation Center (RTC). The RTC facilitates interconnectivity between vehicular, bus and rail transit, and offers local and regional travel. It offers connecting service to Amtrak, Greyhound, MegaBus and Trailways. Within the WRA, local travel service is provided by the Central New York Regional Transportation Authority (Centro), with 20 bus routes running through the area. Centro provides regional connections to Syracuse, Oswego, Auburn, Rome and Utica.

Although not located in the Syracuse WRA, the Centro Transit Hub is located in downtown Syracuse and is the central point in the Centro Transit System for Onondaga County. The Transit Hub is also the main transfer location for Centro Syracuse buses and serves as a connecting point to Centro Auburn and Centro Oswego bus services.

Service routes throughout the WRA are limited and can be expanded to travel to key destinations such as the Inner Harbor. Additionally, bus amenities, such as shelters are limited and can be enhanced.

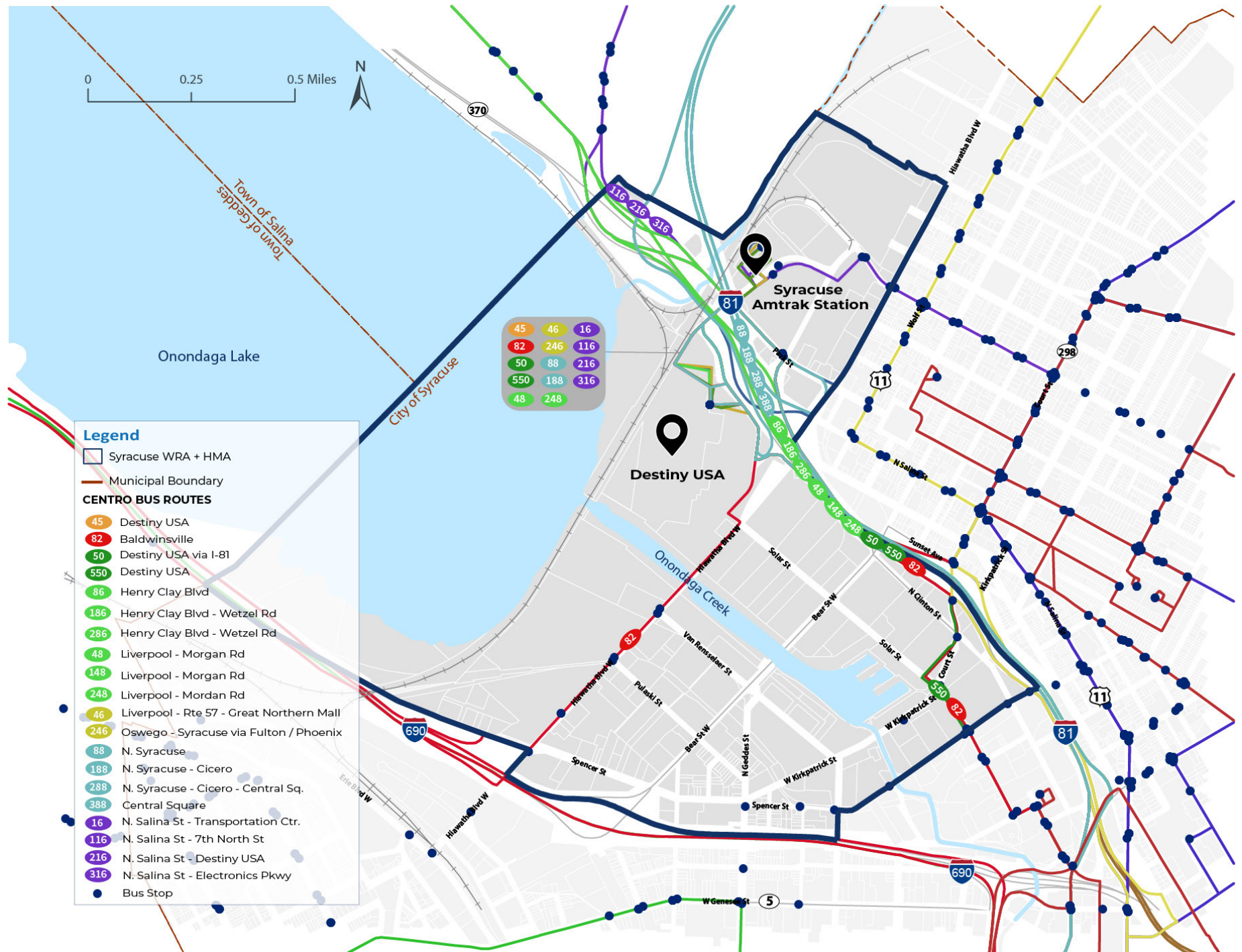
## REGIONAL TRANSPORTATION CENTER



The William F. Walsh Regional Transportation Center is a multi-modal transit station serving the Syracuse area. Visitors can travel by rail (Amtrak), regional buses (Greyhound Lines, Megabus, Trailways), and local buses (Centro). The RTC also accommodates taxi service.

Opened in 1998, the RTC was the first transit venue in the City of Syracuse to re-integrate bus and rail services since the 1960s. The RTC is a significant asset to the City of Syracuse and WRA, as it provides local and regional mobility. The RTC is located near a number of popular destinations and presents an opportunity to provide further connectivity to local and regional assets.

# PUBLIC TRANSPORTATION ROUTES



# TRANSPORTATION

## PEDESTRIAN + BICYCLE CONNECTIONS

### Bicycle Routes / Bike Lanes

There are no designated bicycle routes within the WRA, however, there are multiple routes recognized for bicycle access, including State Bike Route 11, located just outside the boundary. The signed on-road bicycle route extends 320 miles from the Pennsylvania state line near Binghamton to Rouses Point near the New York / Quebec border. This route connects with the Pennsylvania State Bicycle Route L and the Velo Q. Additionally, bike usage is permitted at Onondaga Lake Park, a linear county park located along the shoreline of Onondaga Lake, on sections of the East Shore Recreation Trail and the West Shore Trail. While these sections are not located within the Syracuse WRA, the Loop the Lake Trail and Empire State Trail provide connectivity.

On-road dedicated bicycle lanes are available on Hiawatha Boulevard from Spencer Street to Van Rensselaer Street. There are gaps in bicycle facilities that should be enhanced to improve connectivity throughout the WRA. These are recommended for enhancement, and identified in the proposed projects of this LWRP.

### Trails and Greenways

**Onondaga Creekwalk.** The Creekwalk is a 4.6 mile multi-use pathway connecting the southside and downtown to the southern shore of Onondaga Lake. The trail is mostly paved, with some sections bricked, and is utilized by bicyclists, skaters and pedestrians. The pathway features a walking tour with 12 interpretive sign locations, identifying historic sites. There is opportunity for the Creekwalk to continue to expand and further connectivity in the WRA

**Empire State Trail.** The Empire State Trail is a multi-use trail that generally follows the tow paths of both active and historic sections of the New York State Canal System. The portion of the trail located in Syracuse is part of the Erie Canalway Trail, which spans approximately 300 miles across Upstate New York from Albany to Buffalo and comprises one of the three legs of the Empire State Trail. The trail provides a recreational resource for biking, walking, jogging, and other types of seasonal trail activities. A portion of the trail runs through the southern half of the Syracuse WRA. Within the WRA, the majority of the trail is off-road, however there is a short section between Hiawatha Boulevard and W. Bear Street that is on-road. Portions of the Empire



Onondaga Creekwalk within the WRA

State Trail coincide with the Onondaga Creekwalk and Loop the Lake Trail, as shown in the following Trail Systems map.

## SECTION II

# TRANSPORTATION



Onondaga Creekwalk near Inner Harbor.



Onondaga Creekwalk near mouth of Onondaga Lake. There is an opportunity to strengthen the sense of place in this area and fill in gaps in pedestrian and bicycle connections.



New amenities on the Onondaga County Loop the Lake Trail Bridge/Empire State Trail, including lighting and pedestrian rails.

# TRAIL SYSTEMS



## SECTION II

# TRANSPORTATION

**Loop the Lake (on-going).** The Loop the Lake trail is over 9 miles of paved multi-use path that runs along the western, northern, and eastern shores of Onondaga Lake. It is currently comprised of five County trails, the East Shore Recreation, Shoreline Walking, West Shore, Lakeland, and Murphy's Island trails. When completed, this trail will create a 12-mile loop around Onondaga Lake, providing residents and tourists enhanced recreational opportunities.

### ONONDAGA LAKE REMEDIATION

Beginning in the 1880s, Onondaga Lake experienced industrial development and a growing population which led to increases in sewage and industrial discharges into the lake. By the 1940s swimming was banned, with fishing following shortly after in the 1970s. Onondaga Lake was designated as a federal Superfund site in 1994.

In 2005, the *Onondaga Lake Cleanup Plan* was issued by the NYS Department of Environmental Conservation (DEC) and the U.S. Environmental Protection Agency (EPA). Honeywell, Onondaga County, the U.S. Fish and Wildlife Service, and the NYSDEC have partnered to restore and protect the wildlife habitat and water quality, and to enhance recreational opportunities. As part of this public-private partnership, the Loop the Lake Trail was developed.

### KEY TAKEAWAYS

The Syracuse WRA contains a number of multi-modal transportation facilities; however, linkages to fill in gaps, enhance scenic views of the waterfront, and improve recreational access throughout the area should be evaluated. There is an opportunity to improve connections to various assets in the WRA through the development of multi-use trails, bicycle routes, enhanced pedestrian sidewalks and crosswalks. The City of Syracuse is implementing efforts to increase multi-modal connection throughout the city and WRA, including micromobility bike share program. Efforts to improve pedestrian and bicycle connections and amenities are addressed throughout the proposed projects in Section IV.

The Syracuse WRA also is serviced by a number of transportation options, including a strong roadway network and passenger rail system. There is sufficient capacity within these networks to support additional development within the WRA.



## SECTION II

# OPPORTUNITIES + CHALLENGES

The Syracuse WRA is comprised of a number of assets that can be leveraged to create a holistic and engaging experience for all types of visitors. The following opportunities and challenges have been derived based on the analysis of the existing conditions assessment.

### CHALLENGES

#### » CONNECTIVITY

- While sidewalks exist in many locations throughout the WRA, many are in disrepair and in need of upgrades.
- Bicycle facilities are extremely limited in the WRA and do not provide connectivity to key destinations.
- Gaps in pedestrian and bicycle infrastructure exist, including multi-use trails and sidewalks.
- There are gaps in pedestrian facilities to regional tourism and employment destinations, including NBT Bank Stadium, CNY Regional Market, and Destiny USA, as well as surrounding neighborhoods.
- Many crosswalks throughout the Syracuse WRA do not have visible crossings and pedestrian signals.
- Public transit routes to key destinations and bus amenities, including shelters, are limited.
- Major transportation routes and interstate systems present challenges in connecting the lakefront to adjacent neighborhoods.

#### » RECREATION + CULTURAL RESOURCES

- The WRA contains a plethora of recreational and tourist destinations; however, all are not utilized to their full capacity or potential.
- There are limited water-dependent uses, such as boat docks, kayak ramps and designated fishing locations in the WRA.
- While remediation of Onondaga Lake has taken place and continues to be monitored, there is still a negative impact and stigma surrounding viability and cleanliness of the Lake and Creek, which have limited recreation activities on the water.
- Interstates and railroad facilities present challenges for boat access into the Inner Harbor due to clearance restrictions of the railroad and interstate bridges, limiting the size of recreational boats that are able to visit the Harbor.
- Inner Harbor boater amenities are limited, with a few boats being able to dock in the Harbor, due to shallow waters, starting in 2019.

#### » MARKET + DEVELOPMENT

- Former brownfield sites and vacant land present challenges for potential redevelopment in the WRA.
- Entertainment and tourism destinations within the Syracuse WRA, including Destiny USA, CNY Regional Market, NBT Bank Stadium and the Inner Harbor can be better leveraged and expanded to support additional visitation.
- Retail demand for brick and mortar establishments is limited, and the future of Destiny USA should continue to include strong tourism and entertainment options.
- The demand for office space in the Syracuse market has stagnated and is not anticipated to increase in the future given the impacts of the COVID-19 pandemic.

# OPPORTUNITIES + CHALLENGES

## OPPORTUNITIES

### » CONNECTIVITY

- Improvements, such as trail extensions, sidewalk construction, bicycle facilities, and enhanced crosswalks should be made to fill in gaps and create a seamless multi-modal network within the WRA and to surrounding neighborhoods.
- Implementation of streetscape enhancements including Hiawatha Boulevard, W. Bear Street, Solar Street, and Pulaski Street, should be evaluated.
- Signage and wayfinding, including identification and directional signs, as well as gateway signage should be considered for installation throughout the WRA to improve user navigation.
- Enhancements and promotion of the Regional Transportation Center and public transit has the ability to enhance alternative modes of transportation within the WRA and the City.

### » RECREATION + CULTURAL RESOURCES

- Additional water-based recreational opportunities exist within the Syracuse WRA and should be explored to enhance public access to the Lake and Creek, such as additional boat facilities, fishing locations, and scenic viewing overlooks.
- Efforts to enhance water quality and promote the cleanliness of Onondaga Lake and Creek should be taken to encourage recreational opportunities on and surrounding the lake.
- Efforts to enhance water quality can be leveraged to promote water-based recreational opportunities along the lake.
- Projects to improve shoreline health and promote resiliency including the protection of plant and animal species, as well as stormwater management should be considered.

### » MARKET + DEVELOPMENT

- The area surrounding the LWRP draws in a cross section of regional traffic every day, which offers the opportunity for high visibility development options.
- Future development should build on the market potential and momentum from recent successful investments and leverage existing assets, such as the water, to promote water dependent uses.
- Future development should contain a mix of uses that will keep visitors in the area longer with concentrated hubs of activity.
- Numerous parcels throughout the WRA should be reimagined to stimulate the Syracuse economy, including a range of residential, retail, housing, and entertainment options.
- The scenic views of Onondaga Lake and Onondaga Creek should be protected and leveraged to create additional tourism venues and establishments to draw visitors to the area.
- The recent announcement of Onondaga County's plans to develop an aquarium on the Inner Harbor is anticipated to jump-start waterfront redevelopment within the WRA.

## SECTION III

# WATERFRONT REVITALIZATION POLICIES

**This section details 44 New York State policy statements for inland waterways and refines the explanations of each policy to relate to the needs of the Syracuse WRA. The policies are intended to help guide local, state, and federal agencies in determining if a local action is consistent with the LWRP.**

Inner Harbor walkway

## SECTION III

# OVERVIEW

**The inland waterway policies are a critical element of the City's LWRP, as they provide enforceable statements that direct actions within the WRA boundary. Across New York State, LWRP policies are applicable to all inland waterways, with each derived from implementing State laws. Within this broader context of the State policies, personalization specific to the Syracuse WRA has been added where applicable to provide further detail specific to addressing the local context. This additional context language is provided for explanatory purposes and is intended to assist in determining policy consistency when reviewing proposed projects and actions.**

**Policies not applicable to the Syracuse WRA have been included but are shown in gray text.**

This section of the LWRP details the State's 44 policies which are organized into 11 distinct policy areas as listed below:

- Development
- Fish and Wildlife
- Flooding and Erosion Hazard
- General
- Public Access
- Recreation
- Historic and Scenic Resources
- Agricultural Lands
- Energy and Ice Management
- Water and Air Resources
- Wetlands

The State's 44 LWRP Policies represent a balance between preservation and facilitating economic development. To determine if actions comply with this desired balance, several policies include specific guidelines to assist in the decision-making process. These guidelines are noted within the policy explanations and serve as

tools for determining policy consistency. Each of the State policies were reviewed to determine applicability to the Syracuse WRA.

## SECTION III

# DEVELOPMENT POLICIES

### POLICY 1

**Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.**

#### EXPLANATION OF POLICY 1

State and local agencies must ensure that their actions further the revitalization of waterfront areas. Revitalization of once dynamic waterfront areas is one of the most effective means of encouraging economic growth in the State, without consuming valuable open space outside of these waterfront areas. Waterfront redevelopment is also one of the most effective means of rejuvenating or at least stabilizing residential and commercial districts adjacent to the redevelopment area.

In responding to this policy, several other policies must be considered, including:

- Policy 2, which prioritizes uses requiring a location abutting the waterfront in any redevelopment effort;
- Policy 5, which encourages development in areas where public services and facilities essential to such development as the costs for providing basic services to such areas is frequently less than providing new services to areas not previously developed; and
- Policy 6, which aims to expedite permit procedures in order to facilitate the siting of development activities at suitable locations.

Local governments through waterfront revitalization programs have the primary responsibility for implementing this policy. Though local waterfront revitalization programs need not be limited to redevelopment, local governments are urged to identify areas as suitable for redevelopment, and establish and enforce redevelopment programs.

In the Syracuse WRA, several areas are identified as suitable for development and redevelopment to enhance economic revitalization opportunities in the City, including tourism, recreation, housing and business attraction and retention. Specific locations for targeted redevelopment and development include properties adjacent to the Inner Harbor, vacant lands around the Inner Harbor, infill development along Hiawatha Boulevard, as well as various underutilized sites within the WRA, including the market and stadium area.

When considering compliance with Policy 1, guidelines for considering federal, state and local actions are defined on the following page:

# POLICY 1 GUIDELINES

## STATE OR LOCAL ACTIONS IN THE WRA

When a State or local action is proposed to take place in an urban waterfront area regarded as suitable for redevelopment, the following guidelines will be used:

1. Priority should be given to uses which are dependent on a location adjacent to the water. See Policy 2 for definition of water-dependent uses;
2. The action should enhance existing and anticipated uses. For example, roadway reconstruction should be designed and constructed so as to incorporate and prioritize connections to the existing network of pedestrian and bicyclist connections;
3. The action should serve as a catalyst to private investment in the area. For example, enhanced access to waterfront recreation from a downtown or village center should leverage the development of complementary business activity;
4. The action should improve the deteriorated condition of a site and, at a minimum, must not cause further deterioration. For example, a building should not be abandoned without protecting it against vandalism and/or structural decline;
5. The action must lead to development which is compatible with the character of the area, with consideration given to scale, architectural style, density, and intensity of use;
6. The action should have the potential to improve the existing economic base of the community and, at a minimum, must not jeopardize this base. For example, waterfront development meant to serve consumer needs should not be supported in an area where no increased consumer demand is expected and existing development is already meeting demand;
7. The action should improve adjacent and upland views of the water, and, at a minimum, must not affect these views in an insensitive manner;
8. The action should have the potential to improve the potential for multiple uses of the site.

## STATE OR LOCAL ACTIONS OUTSIDE OF THE WRA

If a State or local action is proposed to take place outside of a given deteriorated, underutilized urban waterfront area suitable for redevelopment, and is either within the relevant community or adjacent coastal communities, the agency proposing the action must first determine if it is feasible to take the action within the deteriorated, underutilized urban waterfront area in question. If such an action is feasible, the agency should give strong consideration to taking the action in that area. If not feasible, the agency must take the appropriate steps to ensure that the action does not cause further deterioration of that area.

## SECTION III

# DEVELOPMENT POLICIES

### POLICY 2

**Facilitate the siting of water dependent uses and facilities on or adjacent to inland waterways.**

#### EXPLANATION OF POLICY 2

There is a finite amount of waterfront space suitable for development purposes. Consequently, while the demand for any given piece of property will fluctuate in response to varying economic and social conditions, on a statewide basis, the only reasonable expectation is that long-term demand for waterfront space will intensify.

The traditional method of land allocation, i.e., the real estate market, with or without local land use controls, offers little assurance that uses which require waterfront sites will, in fact, have access to the State's inland waterways. To ensure that such "water-dependent" uses can continue to be accommodated within the State, State agencies will avoid undertaking, funding, or approving non-water-dependent uses when such uses would preempt the reasonably foreseeable development of water dependent uses; furthermore, agencies will utilize appropriate existing programs to encourage water dependent activities. The establishment of water-dependent uses, including fishing access, small-boat launch access points, docks, small boat rentals and wildlife viewing areas are encouraged and supported where feasible within the Syracuse WRA.

To assist in identifying, selecting and promoting appropriate water-dependent uses, definitions and guidelines are provided on the following page:

# POLICY 2 DEFINITIONS

## WATER-DEPENDENT USES

A water dependent use is an activity which can only be conducted on, in, over or adjacent to a water body because such activity requires direct access to that water body, and which involves, as an integral part of such activity, the use of the water. The following uses and facilities are considered as water-dependent:

1. Uses which depend on the utilization of resources found in inland waterways (for example: fishing, mining of sand and gravel, aquaculture activities);
2. Recreational activities which depend on access to inland waterways (for example: swimming, fishing, boating, wildlife viewing);
3. Uses involved in the waterway/land transfer of goods (for example: docks, loading areas, pipelines, short-term storage facilities);
4. Structures needed for navigational purposes (for example: dams, locks, lighthouses);
5. Flood and erosion protection structures (for example: breakwaters, bulkheads);
6. Facilities needed to store and service boats and ships (marinas, boat repair, boat construction yards);
7. Uses requiring large quantities of water for processing and cooling purposes (for example: hydroelectric power plants, fish processing plants, pumped storage power plants);
8. Uses that rely heavily on the waterborne transportation of raw materials or products which are difficult to transport on land, thereby making it critical that a site near to shipping facilities be obtained (for example: coal export facilities, cement plants, quarries);
9. Uses which operate under such severe time constraints that proximity to shipping facilities become critical (for example: firms processing perishable foods);
10. Scientific/educational activities which, by their nature, require access to inland waterways (for example: certain meteorological and scientific activities);
11. Support facilities which are necessary for the successful functioning of permitted water-dependent uses (for example: parking lots, snack bars, first aid stations, short-term storage facilities). Though these uses must be near the given water dependent use they should, as much as possible, be sited inland from the water dependent use rather than on the shore.

## WATER-ENHANCED USES

In addition to water dependent uses, those uses which are enhanced by a waterfront location should be encouraged to locate along the shore, though not at the expense of water dependent uses. A water-enhanced use is defined as a use or activity which does not require a location adjacent to or over inland waterways, but whose location on land adjacent to the shore adds to the public use and enjoyment of the water's edge. Water enhanced uses are primarily recreational, cultural, retail, or entertainment uses. A restaurant which uses good site design to take advantage of a waterfront view is an example of a water-enhanced use.

## TEMPORARY NON-WATER DEPENDENT USES

If there is no immediate demand for a water dependent use in a given area but a future demand is reasonably foreseeable, temporary non-water dependent uses should be considered preferable to a non-water dependent or enhanced use which involves an irreversible or nearly irreversible commitment of land. Parking lots, passive recreational facilities, outdoor storage areas, and non-permanent structures are uses or facilities which would likely be considered as "temporary" non-water-dependent uses.



# POLICY 2 GUIDELINES

## ENCOURAGING AND FACILITATING WHERE WATER-DEPENDENT USES ARE LOCATED

In the actual choice of sites where water-dependent uses will be encouraged and facilitated, the following guidelines should be used:

1. **Competition for space:** Competition for space, or the potential for it, should be indicated before any given site is promoted for water dependent uses. The intent is to match water dependent uses with suitable locations and thereby reduce any conflicts between competing uses that might arise. Not just any site suitable for development should be chosen as a water dependent use area. The choice of a site should be made with some meaningful impact on the real estate market anticipated. The anticipated impact could either be one of increased protection to existing water dependent activities or else the encouragement of water dependent development.
2. **In-place facilities and services:** Most water dependent uses, if they are to function effectively, will require basic public facilities and services. In selecting appropriate areas for water-dependent uses, consideration should be given to the following factors:
  - a. The availability of public sewers, public water lines and adequate power supply;
  - b. Access to the area for trucks and rail, if heavy industry is to be accommodated; and
  - c. Access to public transportation, if a high number of person trips are to be generated.
3. **Access to navigational channels:** If commercial shipping, commercial fishing, or recreational boating are planned, the locality should consider setting aside a site, within a sheltered harbor, from which access to adequately sized navigation channels would be assured.
4. **Compatibility with adjacent uses and the protection of other inland waterway resources:** Water dependent uses should be located so that they enhance, or at least do not detract from, the surrounding community. Consideration should also be given to such factors as the protection of nearby residential areas from odors, noise and traffic. Affirmative approaches should also be employed so that water-dependent use and adjacent uses can serve to complement one another. For example, a recreation-oriented water dependent use area could be sited in an area already oriented towards tourism or business activity that supports tourism within a downtown or village center. Clearly, a marina, fishing pier or swimming area would enhance, and in turn be enhanced by, nearby restaurants, motels and other non-water-oriented tourist activities. Water dependent uses must also be sited so as to avoid adverse impacts on the significant inland waterway resources.
5. **Preference to underutilized sites:** The promotion of water-dependent uses should serve to foster development as a result of the capital programming, permit expediting and other State and local actions that will be used to promote the site. Nowhere is such a stimulus needed more than in those portions of the State's waterfront areas which are currently underutilized.
6. **Providing for expansion:** A primary objective of the policy is to create a process by which water dependent uses can be accommodated well into the future. State agencies and localities should therefore give consideration to long-term space needs and, where practicable, accommodate future demand by identifying more land than is needed in the near future.

# POLICY 2 GUIDELINES

## PROMOTING WATER-DEPENDENT USES

In promoting water dependent uses, the following kinds of actions will be considered:

1. Favored treatment to water dependent use areas with respect to capital programming. Particular priority should be given to the construction and maintenance of port or harbor facilities, roads, railroad facilities, and public transportation within areas suitable for water dependent uses.
2. When areas suitable for water dependent uses are publicly owned, favored leasing arrangements should be given to water dependent uses.
3. Where possible, consideration should be given to providing water dependent uses with property tax abatements, loan guarantees, or loans at below market rates.
4. State and local planning and economic development agencies should actively promote water dependent uses. In addition, a list of sites available for non-water-dependent uses should be maintained in order to assist developers seeking alternative sites for their proposed projects.
5. Local and State agencies should work together to streamline permitting procedures that may be burdensome to water dependent uses. This effort should begin for specific uses in a particular area.
6. Local land use controls, especially the use of zoning districts exclusively for waterfront uses, can be an effective tool of local government in assuring adequate space for the development of water dependent uses.

## SECTION III

# DEVELOPMENT POLICIES

### POLICY 3

Further develop the State's major ports of Albany, Buffalo, New York, Ogdensburg, and Oswego as centers of commerce and industry, and encourage the siting, in these port areas, including those under the jurisdiction of State public authorities, of land use and development which is essential to, or in support of, the waterborne transportation of cargo and people.

### POLICY 4

**Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which have provided such areas with their unique maritime identity.**

### EXPLANATION OF POLICY 4

This policy recognizes that the traditional activities occurring in and around numerous smaller harbors throughout the State's inland waterways contribute much to the economic strength and attractiveness of these harbor communities. Thus, efforts of state agencies shall center on promoting such desirable activities as recreational and commercial fishing, ferry services, marinas, historic preservation, cultural pursuits, and other compatible activities which have made smaller harbor areas appealing as tourist destinations and as commercial and residential areas. Particular consideration will be given to the visual appeal and social benefits of smaller harbors which, in turn, can make significant contributions to the State's tourism industry.

### EXPLANATION OF POLICY 3

Under the current conditions this policy does not apply to the Syracuse WRA. The aim of this policy is to support port development in New York, Albany, Buffalo, Ogdensburg, and Oswego.

The Syracuse WRA and surrounding area provide numerous attractions that draw tourists, including NBT Bank Stadium, CNY Regional Market, the Inner Harbor, Destiny USA, as well as the nearby NYS Fairgrounds and the Lakeview Amphitheater. Expanding and promoting tourism opportunities in the Syracuse WRA is encouraged to drive economic growth and increase the viability of the WRA as a regional destination. Further investment in the WRA will strengthen this historic waterfront location as a destination node that leverages the physical, natural and historic attributes of the area. The guidelines on the following page provide assistance in determining if an action will strengthen the economic base of the small harbor area in Syracuse.

# POLICY 4 GUIDELINES

## STRENGTHENING ECONOMIC BASE OF SMALLER HARBOR AREAS

This policy recognizes that the traditional activities occurring in and around numerous smaller harbors throughout the State's inland waterways contribute much to the economic strength and attractiveness of these harbor communities. Thus, efforts of state agencies shall center on promoting such desirable activities as recreational and commercial fishing, ferry services, marinas, historic preservation, cultural pursuits, and other compatible activities which have made smaller harbor areas appealing as tourist destinations and as commercial and residential areas. Particular consideration will be given to the visual appeal and social benefits of smaller harbors which, in turn, can make significant contributions to the State's tourism industry. The following guidelines shall be used in determining consistency:

1. The action shall give priority to those traditional and/or desired uses which are dependent on or enhanced by a location adjacent to the water.
2. The action will enhance or not detract from or adversely affect existing traditional and/or desired anticipated uses.
3. The action shall not be out of character with, nor lead to development which would be out of the character with, existing development in terms of the area's scale, intensity of use, and architectural style.
4. The action must not cause a site to deteriorate, e.g., a structure shall not be abandoned without protecting it against vandalism and/or structural decline.
5. The action will not adversely affect the existing economic base of the community e.g., waterfront development designed to promote residential development might be inappropriate in a harbor area where the economy is dependent upon tourism and recreational fishing.
6. The action will not detract from views of the water and smaller harbor area, particularly where the visual quality of the area is an important component of the area's appeal and identity.
7. In applying the above guidelines, the information in harbor management plans being developed by local governments pursuant to Article 42 of the Executive Law and local laws that would implement them shall be considered.

## SECTION III

# DEVELOPMENT POLICIES

### POLICY 5

**Encourage the location of development in areas where public services and facilities essential to such development are adequate.**

#### EXPLANATION OF POLICY 5

By its construction, taxing, funding and regulatory powers, government has become a dominant force in shaping the course of development. Through these government actions, development, particularly large-scale development, in the shorefront area will be encouraged to locate within, contiguous to, or in close proximity to, existing areas of concentrated development where infrastructure and public services are adequate, where topography, geology, and other environmental conditions are suitable for and able to accommodate development.

This policy is intended to accomplish the following:

- strengthen existing residential, industrial and commercial centers;
- foster an orderly pattern of growth where outward expansion is occurring;
- increase the productivity of existing public services and moderate the need to provide new public services in outlying areas;
- preserve open space in sufficient amounts and where desirable
- foster energy conservation by encouraging proximity between home, work, and leisure activities.

In certain urban areas where development is encouraged by this policy, the condition of existing public water and sewage infrastructure may necessitate improvements. Those State and local agencies charged with allocating funds for investments in water and sewer facilities should give high priority to the needs of such areas so that full advantage may be taken of the rich array of their other infrastructure components in promoting waterfront revitalization.

The guidelines on the following page provide assistance in determining the appropriate locations for different types of development.

# POLICY 5 GUIDELINES

## LOCATING DEVELOPMENT IN AREAS WITH ADEQUATE PUBLIC SERVICES AND FACILITIES

For any action that would result in large scale development or an action which would facilitate or serve future development, a determination shall be made as to whether the action is within, contiguous to, or in close proximity to an area of concentrated development where infrastructure and public services are adequate. The following guidelines shall be used in making that determination:

1. Cities, built-up suburban towns and villages, and rural villages in the shorefront area are generally areas of concentrated development where infrastructure and public services are adequate.
2. Other locations in the shorefront area may also be suitable for development, if three or more of the following conditions prevail:
  - a. Population density of the area surrounding or adjacent to the proposed site exceeds 1,000 persons per square mile;
  - b. Fewer than 50% of the buildable sites (i.e., sites meeting lot area requirements under existing local zoning regulations) within one-mile radius of the proposed site are vacant;
  - c. Proposed site is served by or is near to public or private sewer and water lines;
  - d. Public transportation service is available within one mile of the proposed site; and
  - e. A significant concentration of commercial and/or industrial activity is within one-half mile of the proposed site.
3. The following points shall be considered in assessing the adequacy of an area's infrastructure and public services:
  - a. Streets and highways serving the proposed site can safely accommodate the peak traffic generated by the proposed land development;
  - b. Development's water needs (consumptive and firefighting) can be met by the existing water supply system;
  - c. Sewage disposal system can accommodate the wastes generated by the development;
  - d. Energy needs of the proposed land development can be accommodated by existing utility systems;
  - e. Stormwater runoff from the proposed site can be accommodated by on-site and/or off-site facilities; and
  - f. Schools, police and fire protection, and health and social services are adequate to meet the needs of the population expected to live, work, shop, or conduct business in the area as a result of the development.

# **POLICY 5 DEFINITION**

## **TYPES OF DEVELOPMENT THAT DO NOT NEED TO BE NEAR OR WITHIN AREAS OF CONCENTRATED DEVELOPMENT**

It is recognized that certain forms of development may and/or should occur at locations which are not within or near areas of concentrated development. Thus, this development policy does not apply to the following types of development projects and activities. Favored treatment to water dependent use areas with respect to capital programming. Particular priority should be given to the construction and maintenance of port or harbor facilities, roads, railroad facilities, and public transportation within areas suitable for water dependent uses.

1. Economic activities which depend upon sites at or near locations where natural resources are present, e.g., lumber industry, quarries.
2. Development which, by its nature, is enhanced by a non-urbanized setting, e.g., a resort complex, campgrounds, second home developments.
3. Development which is designed to be a self-contained activity, e.g., a small college, an academic or religious retreat.
4. Water dependent uses with site requirements not compatible with this policy or when alternative sites are not available.
5. Development which because of its isolated location and small scale has little or no potential to generate and/or encourage further land development.
6. Uses and/or activities which because of public safety consideration should be located away from populous areas.
7. Rehabilitation or restoration of existing structures and facilities.
8. Development projects which are essential to the construction and/or operation of the above uses and activities.

## SECTION III

# DEVELOPMENT POLICIES

### POLICY 6

**Expedite permit procedures in order to facilitate the siting of development activities at suitable locations.**

### EXPLANATION OF POLICY 6

For specific types of development activities, and in areas suitable for such development, State agencies and local governments participating in the Waterfront Revitalization of Coastal Areas and Inland Waterways Program will make every effort to coordinate and synchronize existing permit procedures and regulatory programs, as long as the integrity of the regulations' objectives is not jeopardized. These procedures and programs will be coordinated within each agency. Also, efforts will be made to ensure that each agency's procedures are synchronized with other agencies' procedures at each level of government. Finally, regulatory programs and procedures will be coordinated and synchronized between levels of government, and if necessary, legislative and/or programmatic changes will be recommended.

When proposing new regulations, an agency will determine the feasibility of incorporating the regulations within existing procedures, if this reduces the burden on a particular type of development and does not jeopardize the integrity of the regulations' objectives.

### POLICY 7

**Significant coastal fish and wildlife habitats will be protected, preserved, and where practical, restored so as to maintain their viability as habitats.**

### EXPLANATION OF POLICY 7

Under the current conditions this policy does not apply to the Syracuse WRA. This policy applies only to significant fish and wildlife habitats designated by the State and located in the State's coastal area.



# FISH + WILDLIFE POLICIES

### POLICY 8

**Protect fish and wildlife resources in the waterfront revitalization area from the introduction of hazardous wastes and other pollutants which bio-accumulate in the food chain or which cause significant sublethal or lethal effect on those resources.**

### EXPLANATION OF POLICY 8

Hazardous wastes are unwanted by-products of manufacturing processes and are generally characterized as being flammable, corrosive, reactive, or toxic. More specifically, hazardous waste is defined in Environmental Conservation Law [§27-0901(3)] as “waste or combination of wastes which because of its quantity, concentration, or physical, chemical or infectious characteristics may: (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or otherwise managed.” A list of hazardous wastes (NYCRR Part 371) is provided by DEC.

The handling (storage, transport, treatment and disposal) of the materials included on this list is being strictly regulated in New York State to prevent their entry or introduction into the environment, particularly into the State’s air, land, and waters. Such controls should effectively minimize possible contamination of and bio-accumulation in the State’s fish and wildlife resources at levels that cause mortality or create physiological and behavioral disorders. Pollutants discharged into Syracuse WRA waterbodies from the Wastewater Treatment Plant shall be monitored regularly to ensure fish and wildlife habitats are not adversely impacted.

Other pollutants are those conventional wastes generated from point and non-point sources and not identified as hazardous wastes but controlled through other State laws. Invasive species have been identified in the WRA and may threaten the health of native ecosystems along the Syracuse WRA waterbodies. The management of these invasive species is an important element of ensuring natural habitats in the Syracuse WRA are protected.

## SECTION III

# FISH + WILDLIFE POLICIES

### POLICY 9

**Expand recreational use of fish and wildlife resources in the waterfront revitalization area by increasing access to existing resources, supplementing existing stocks, and developing new resources.**

#### EXPLANATION OF POLICY 9

Recreational uses of fish and wildlife resources include consumptive uses such as fishing and hunting, and non-consumptive uses such as wildlife photography, bird watching, and nature study. The Syracuse WRA is highly regarded for its bird watching, including bald eagles; special consideration should be given to maximizing opportunities to view and enjoy all wildlife that present within the WRA, along the waterfront areas.

Any efforts to increase recreational use of these resources will be made in a manner which ensures the protection of fish and wildlife resources in the waterfront revitalization area and which takes into consideration other activities dependent on these resources. Also, such efforts must be done in accordance with existing State law and in keeping with sound management considerations. Such considerations include biology of the species, carrying capacity of the resources, public demand, costs and available technology.

Locations for expanded recreational fishing access, vegetation clearing and wildlife viewing are identified in the Syracuse LWRP Master Plan.

### POLICY 9 GUIDELINES

1. Consideration should be made by local and State agencies as to whether an action will impede existing or future utilization of the State's recreational fish and wildlife resources.
2. Efforts to increase access to recreational fish and wildlife resources should not lead to overutilization of that resource or cause impairment of the habitat. Sometimes such impairment can be more subtle than actual physical damage to the habitat. For example, increased human presence can deter animals from using the habitat area.
3. The impacts of increasing access to recreational fish and wildlife resources should be determined on a case-by-case basis, consulting the significant habitat narrative (see Policy 7) and/or conferring with a trained fish and wildlife biologist.
4. Any public or private sector initiatives to supplement existing stocks (e.g., stocking a stream with fish reared in a hatchery) or develop new resources (e.g., creating private fee-hunting or fee-fishing facilities) must be done in accord with existing State law.

## SECTION III

# FISH + WILDLIFE POLICIES

### POLICY 10

**Further develop commercial finfish, shellfish, and crustacean resources in the inland waterway area by encouraging the construction of new, or improvement of existing on-shore commercial fishing facilities, increasing marketing of the State's seafood products, maintaining adequate stocks, and expanding aquaculture facilities.**

### EXPLANATION OF POLICY 10

Under the current conditions this policy does not apply to the Syracuse WRA. This policy applies to areas with commercial fishing.

## SECTION III

# FLOODING + EROSION HAZARDS POLICIES

### POLICY 11

**Buildings and other structures will be sited in the waterfront revitalization area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.**

#### EXPLANATION OF POLICY 11

On waterfront lands identified as coastal erosion hazard areas, buildings and similar structures shall be set back from the shoreline a distance sufficient to minimize damage from erosion unless no reasonable prudent alternative site is available as in the case of piers, docks, and other structures necessary to gain access to coastal waters to be able to function. The extent of the setback will be calculated, taking into account the rate at which land is receding due to erosion and the protection provided by existing erosion protection structures, as well as by natural protective features such as beaches, sandbars, spits, shoals, barrier islands, bay barriers, nearshore areas, bluffs, and wetlands. The only new structure allowed in coastal erosion hazard areas is a moveable structure as defined in 6 NYCRR Part 505.2(x). Prior to its construction, an erosion hazard areas permit must be approved for the structure. Existing non-conforming structures located in coastal erosion hazard areas may be only minimally enlarged.

In high risk areas, identified as being subject to high velocity waters caused by hurricanes or other storm events, walled and roofed buildings or fuel storage tanks shall be sited landward, and no mobile home shall be sited in such area. In areas identified as floodways, no mobile homes shall be sited other than in existing mobile home parks.

Where human lives may be endangered by major storms, all necessary emergency preparedness measures should be taken, including disaster preparedness planning.

## SECTION III

# FLOODING + EROSION HAZARDS POLICIES

### POLICY 12

**Activities or development in the waterfront revitalization area will be undertaken so as to minimize damage to natural resources and property from flooding and erosion by protecting natural protective features including beaches, dunes, barrier islands and bluffs.**

### EXPLANATION OF POLICY 12

Beaches, dunes, barrier islands, bluffs, and other natural protective features help safeguard shorefront lands and property from damage, as well as reduce the danger to human life, resulting from flooding and erosion. Excavation of shorefront features, improperly designed structures, inadequate site planning, or other similar actions which fail to recognize their fragile nature and high protective values, lead to the weakening or destruction of those landforms. Activities or development in, or in proximity to, natural protective features must ensure that all such adverse actions are minimized. Primary dunes will be protected from all encroachments that could impair their natural protective capacity.

### POLICY 13

**The construction or reconstruction of erosion protection structures shall be undertaken only if they have a reasonable probability of controlling erosion for at least thirty years as demonstrated in design and construction standards and/or assured maintenance or replacement programs.**

### EXPLANATION OF POLICY 13

Erosion protection structures are widely used throughout the State's waterfront areas. However, because of improper design, construction and maintenance standards, many fail to give the protection which they are presumed to provide. As a result, development is sited in areas where it is subject to damage or loss due to erosion. This policy will help ensure the reduction of such damage or loss.

## SECTION III

# FLOODING + EROSION HAZARDS POLICIES

### POLICY 14

**Activities and development, including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development, or at other locations.**

### EXPLANATION OF POLICY 14

Erosion and flooding are processes which occur naturally. However, by our actions, humans can increase the severity and adverse effects of those processes, causing damage to, or loss of property, and endangering human lives. Those actions include: the use of erosion protection structures such as groins, or the use of impermeable docks which block the littoral transport of sediment to adjacent shorelands, thus increasing their rate of recession; the failure to observe proper drainage or land restoration practices, thereby causing runoff and the erosion and weakening of shorelands; and the placing of structures in identified floodways so that the base flood level is increased causing damage to otherwise hazard-free areas.

### POLICY 15

**Mining, excavation, or dredging in inland waterways shall not significantly interfere with the natural inland waterway processes which supply beach materials to land adjacent to such waters and shall be undertaken in a manner which will not cause an increase in erosion of such land.**

### EXPLANATION OF POLICY 15

Inland Waterway processes, including the movement of beach materials by water, and any mining, excavation or dredging in nearshore or offshore waters which changes the supply and net flow of such materials can deprive shorelands of their natural regenerative powers. Such mining, excavation and dredging should be accomplished in a manner so as not to cause a reduction of supply, and thus an increase of erosion, to such shorelands. Offshore mining is a future alternative option to land mining for sand and gravel deposits which are needed to support building and other industries.

## SECTION III

# FLOODING + EROSION HAZARDS POLICIES

### POLICY 16

**Public funds shall only be used for erosion protective structures where necessary to protect human life, and new development which requires a location within or adjacent to an erosion hazard area to be able to function, or existing development; and only where the public benefits outweigh the long term monetary and other costs including the potential for increasing erosion and adverse effects on natural protective features.**

### EXPLANATION OF POLICY 16

Public funds are used for a variety of purposes on the State's shorelines. This policy recognizes the public need for the protection of human life and existing investment in development or new development which requires a location in proximity to the shorefront area or in adjacent waters to be able to function. However, it also recognizes the adverse impacts of such activities and development on the rate of erosion and on natural protective features and requires that careful analysis be made of such benefits and long-term costs prior to expending public funds.

## SECTION III

# FLOODING + EROSION HAZARDS POLICIES

### POLICY 17

**Non-structural measures to minimize damage to natural resources and property from flooding and erosion shall be used whenever possible.**

#### EXPLANATION OF POLICY 17

This policy recognizes both the potential adverse impacts of flooding and erosion upon development and upon natural protective features in the inland waterway or coastal area, as well as the costs of protection against those hazards which structural measures entail.

Non-structural measures” shall include, but not be limited to: (1) within coastal erosion hazard areas identified under Section 0104 of Coastal Erosion Hazard Areas law, (Environmental Conservation Law Article 34), and subject to the permit requirements on all regulated activities and development established under that Law, (a) the use of minimum setbacks as provided for in Section 0108 of Environmental Conservation Law Article 34; and (b) the strengthening of coastal landforms by the planting of appropriate vegetation on dunes and bluffs, the installation of sand fencing on dunes, the reshaping of bluffs to achieve an appropriate angle of repose so as to reduce the potential for slumping and to permit the planting of stabilizing vegetation, and the installation of drainage systems on bluffs to reduce runoff and internal seepage of waters which erode or weaken the landforms; and

(2) within identified flood hazard areas, (a) the avoidance of risk or damage from flooding by the siting of buildings outside the hazard area, and (b) the flood-proofing of buildings or their elevation above the base flood level.

This policy shall apply to the planning, siting, and design of proposed activities and development, including measures to protect existing activities and development. To ascertain consistency with the policy, it must be determined if any one, or a combination of, non-structural measures would afford the degree of protection appropriate both to the character and purpose of the activity or development, and to the hazard. If non-structural measures are determined to offer sufficient protection, then consistency with the policy would require the use of such measures, whenever possible.

In determining whether or not non-structural measures to protect against erosion or flooding will afford the degree of protection appropriate, an analysis, and if necessary, other materials such as plans or sketches of the activity or development, of the site and of the alternative protection measures should be prepared to allow an assessment to be made.



## SECTION III

# GENERAL POLICY

### POLICY 18

**To safeguard the vital economic, social and environmental interests of the State and of its citizens, proposed major actions in the waterfront revitalization area must give full consideration to those interests and to the safeguards which the State has established to protect valuable inland waterway resource areas.**

### EXPLANATION OF POLICY 18

Proposed major actions may be undertaken in the waterfront revitalization area if they will not significantly impair valuable inland waterway resources, thus frustrating the achievement of the purposes of the safeguards which the State has established to protect those waters and resources. Proposed actions must take into account the social, cultural, economic and environmental interests of the State and its citizens in such matters that would affect natural resources, water levels and flows, shoreline damage, hydro-electric power generation, and recreation.

## SECTION III

# PUBLIC ACCESS POLICIES

### POLICY 19

**Protect, maintain, and increase the level and types of access to public water related recreation resources and facilities.**

#### EXPLANATION OF POLICY 19

This policy calls for achieving balance among the following factors: the level of access to a resource or facility, the capacity of a resource or facility, and the protection of natural resources. The imbalance among these factors is the most significant in the State's urban areas. Because this is often due to access-related problems, priority will be given to improving physical access to existing and potential shorefront recreation sites within the heavily populated urban shorefront areas of the State and to increasing the ability of urban residents to get to shorefront recreation areas by improved public transportation. The particular water-related recreation resources and facilities which will receive priority for improved access are public beaches, boating facilities, fishing areas and waterfront parks. In addition, because of the greater competition for waterfront locations within urban areas, the Waterfront Revitalization of Coastal Areas and Inland Waterways Program will encourage mixed use areas and multiple use of facilities to improve access. Specific sites requiring access improvements and the relative priority the program will accord to each will be identified in the Public Access Planning Process.

The projects identified in the Syracuse WRA are intended to enhance public access and enjoyment to Onondaga Lake, the Inner Harbor and Onondaga Creek. This includes the incorporation of public boating and fishing access points, enhancement of the trail system and multi-modal connections, enhanced amenities for public use and enjoyment and improved recreational spaces.

To assist in the application of this policy, guidelines and definitions are provided on the following pages.

# POLICY 19 GUIDELINES

## PROTECTING, MAINTAINING AND INCREASING THE LEVEL AND TYPES OF ACCESS

The following guidelines will be used in determining the consistency of a proposed action with this policy:

1. The existing access from adjacent or proximate public lands or facilities to public water related recreation resources and facilities shall not be reduced, nor shall the possibility of increasing access in the future from adjacent or proximate public lands or facilities to public water related recreation resources and facilities be eliminated, unless in the latter case, estimates of future use of these resources and facilities are too low to justify maintaining or providing increased public access, or unless such actions are found to be necessary by the public body having jurisdiction over such access as the result of a reasonable justification of the need to meet system-wide objectives.
2. Any proposed project to increase public access to public water-related recreation resources and facilities shall be analyzed according to the following factors:
  - a. The level of access to be provided should be in accord with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with the policy.
  - b. The level of access to be provided shall not cause a degree of use which would exceed the physical capability of the resource or facility. If this were determined to be the case, the proposed level of access to be provided shall be deemed inconsistent with the policy.
3. The State will not undertake or fund any project which increases access to a water-related resource or facility that is not open to all members of the public.
4. In their plans and programs for increasing public access to public water-related resources and facilities, State agencies shall give priority in the following order to projects located: within the boundaries of the Federal-Aid Metropolitan Urban Area and served by public transportation, within the boundaries of the Federal-Aid Metropolitan urban area but not served by public transportation; outside the defined Urban Area boundary and served by public transportation; and outside the defined Urban Area boundary but not served by public transportation.

# POLICY 19 DEFINITIONS

## PUBLIC WATER RELATED RECREATION RESOURCES AND FACILITIES

The following is an explanation of the terms used in the guidelines for access to public water related recreation resources and facilities:

1. Access - the ability and right of the public to reach and use public inland waterway lands and waters.
2. Public water related recreation resources or facilities - all public lands or facilities that are suitable for passive or active recreation that requires either water or a waterfront location or is enhanced by a waterfront location.
3. Public lands or facilities - lands or facilities held by State or local government in fee simple or less-than-fee simple ownership and to which the public has access or could have access, including underwater lands and the foreshore.
4. A reduction in the existing level of public access - includes, but is not limited to, the following:
  - a. The number of parking spaces at a public water-related recreation resource or facility is significantly reduced.
  - b. The service level of public transportation to a public water-related recreation resource or facility is significantly reduced during peak season use and such reduction cannot be reasonably justified in terms of meeting system-wide objectives.
  - c. Pedestrian access is diminished or eliminated because of hazardous crossings required at new or altered transportation facilities, electric power transmission lines, or similar linear facilities.
  - d. There are substantial increases in the following: already existing special fares (not to include regular fares in any instance) of public transportation to a public water-related recreation resource or facility; and/or admission fees to such a resource or facility except where the public body having jurisdiction over such fares determines that such substantial fare increases are necessary and an analysis shows that such increases will significantly reduce usage by individuals or families and incomes below the State government established poverty level.
5. An elimination of the possibility of increasing public access in the future includes, but is not limited to, the following:
  - a. Construction of public facilities which physically prevent the provision, except at great expense, of convenient public access to public water-related recreation resources and facilities
  - b. Sale, lease, or other transfer of public lands that could provide public access to a public water-related recreation resource or facility
  - c. Construction of private facilities which physically prevent the provision of convenient public access to public water-related recreation resources or facilities from public lands and facilities

## SECTION III

# PUBLIC ACCESS POLICIES

### POLICY 20

**Access to the publicly-owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly-owned shall be provided and it shall be provided in a manner compatible with adjoining uses.**

#### EXPLANATION OF POLICY 20

In inland waterway areas where there are little or no recreation facilities providing specific water-related recreational activities, access to the publicly-owned lands along the inland waterway at large should be provided for numerous activities and pursuits which require only minimal facilities for their enjoyment. Such access would provide for walking along a beach or a city waterfront or to a vantage point from which to view the shoreline. Similar activities requiring access would include bicycling, bird watching, photography, nature study, beachcombing, fishing and hunting.

For those activities, there are several methods of providing access which will receive priority attention from the Waterfront Revitalization of Coastal Areas and Inland Waterways Program. These include: the development of a waterfront trails system; the provision of access across transportation facilities to the waterfront; the improvement of access to waterfronts in urban areas; and the promotion of mixed and multi-use development.

While such publicly-owned lands referenced in the policy shall be retained in public ownership, traditional sales of easements on lands underwater to adjacent onshore property owners are consistent with this policy, provided such easements do not substantially interfere with continued public use of the public lands on which the easement is granted. Also, public use of such publicly-owned underwater lands and lands immediately adjacent to the shore shall be discouraged where such use would be inappropriate for reasons of public safety, military security, or the protection of fragile inland waterway resources.

The regulation of projects and structures, proposed to be constructed in or over lands underwater, is necessary to responsibly manage such lands, to protect vital assets held in the name of the people of the State, to guarantee common law and sovereign rights, and to ensure that waterfront owners' reasonable exercise of riparian rights and access to navigable waters shall be consistent with the public interest in reasonable use and responsible management of waterways and such public lands for the purposes of navigation, commerce, fishing, bathing, recreation, environmental and aesthetic protection, and access to the navigable waters and lands underwater of the State.

# POLICY 20 GUIDELINES

## PROVIDING ACCESS TO THE FORESHORE

The following guidelines will be used in determining the consistency of a proposed action with this policy:

1. Existing access from adjacent or proximate public lands or facilities to existing public inland waterway lands and/or waters shall not be reduced, nor shall the possibility of increasing access in the future from adjacent or nearby public lands or facilities to public inland waterway lands and/or waters be eliminated, unless such actions are demonstrated to be of overriding regional or Statewide public benefit or, in the latter case, estimates of future use of these lands and waters are too low to justify maintaining or providing increased access.
2. The existing level of public access within public inland waterway lands or waters shall not be reduced or eliminated.
3. Public access from the nearest public roadway to the shoreline and along the inland waterway shall be provided by new land use or development, except where (a) it is inconsistent with public safety, military security, or the protection of identified fragile inland waterway resources; (b) adequate access exists within one-half mile; or (c) agriculture would be adversely affected. Such access shall not be required to be open to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the access way.
4. The State will not undertake or directly fund any project which increases access to a water-related resource or facility that is not open to all members of the public.
5. In their plans and programs for increasing public access, State agencies shall give priority in the following order to projects located: within the boundaries of the Federal-Aid Metropolitan Urban Area and served by public transportation; within the Federal-Aid Metropolitan Urban Area but not served by public transportation; outside the defined Urban Area boundary and served by public transportation; and outside the defined Urban Area boundary but not served by public transportation.
6. Proposals for increased public access to inland waterway lands and waters shall be analyzed according to the following factors:
  - a. The level of access to be provided should be in accord with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with the policy.
  - b. The level of access to be provided shall not cause a degree of use which would exceed the physical capability of the inland waterway lands or waters. If this were determined to be the case, the proposed level of access to be provided shall be deemed inconsistent with the policy.
7. In making any grant, lease, permit, or other conveyance of land now or formerly underwater, there shall be reserved such interests or attached such conditions to preserve the public interest in the use of state-owned lands underwater and waterways for navigation, commerce, fishing, bathing, recreation, environmental protection, and access to the navigable waters of the state. In particular, the granting of publicly owned underwater or formerly underwater lands to private entities will be limited to exceptional circumstances only

# POLICY 20 DEFINITIONS

## PUBLIC ACCESS TERMINOLOGY

The following is an explanation of the terms used in the guidelines for public access:

1. Access - the ability and right of the public to reach and use public inland waterway lands and waters.
2. Public water related recreation resources of facilities - all public lands or facilities that are suitable for passive or active recreation that requires either water or a waterfront location or is enhanced by a waterfront location.
3. A reduction in the existing level of public access - includes, but is not limited to, the following:
  - a. Access is diminished or eliminated because of hazardous crossings required at new or altered transportation facilities, electric power transmission lines, or similar linear facilities.
  - b. Access is diminished or blocked completely by public or private development.
4. An elimination of the possibility of increasing public access in the future includes, but is not limited to, the following:
  - a. Construction of public facilities which physically prevent the provision, except at great expense, of convenient public access to public inland waterway lands and /or waters
  - b. Sale, lease, or other conveyance of public lands that could provide public access to public inland waterway lands and/or waters
  - c. Construction of private facilities which physically prevent the provision of convenient public access to public inland waterway lands and/or waters from public lands and facilities

## SECTION III

# RECREATION POLICIES

### POLICY 21

**Water dependent and water enhanced recreation will be encouraged and facilitated, and will be given priority over non-water-related uses along the shorefront.**

#### EXPLANATION OF POLICY 21

Water-related recreation includes such obviously water dependent activities as boating, swimming, and fishing as well as certain activities which are enhanced by a shorefront location and increase the general public's access to the shorefront such as pedestrian and bicycle trails, picnic areas, scenic overlooks and passive recreation areas that take advantage of shorefront scenery.

Provided the development of water-related recreation is consistent with the preservation and enhancement of such important waterfront revitalization area resources as fish and wildlife habitats, aesthetically significant areas, historic and cultural resources, agriculture and significant mineral and fossil deposits, and provided demand exists, water-related recreation development is to be increased and such uses shall have a higher priority than any non-water-dependent uses, including non-water-related recreation uses. In addition, water dependent recreation uses shall have a higher priority over water-enhanced recreation use. Determining a priority among water-dependent uses will require a case by case analysis.

Among priority areas for increasing water-related recreation opportunities are those areas where access to the recreation opportunities of the shorefront can be provided by new or existing public transportation services and those areas where the use of the shore is severely restricted by highways, railroads, industry, or other forms of existing intensive land use or development. The Department of State, working with the Office of Parks, Recreation, and Historic Preservation and with local governments, will identify communities whose use of the shore has been so restricted and those sites shoreward of such developments which are suitable for recreation and can be made accessible. Priority shall be given to recreational development of such lands.

The siting or design of new public development in a manner which would result in a barrier to the recreational use of a major portion of a community's shore should be avoided as much as practicable.



## SECTION III

# RECREATION POLICIES

### POLICY 21

**Water dependent and water enhanced recreation will be encouraged and facilitated, and will be given priority over non-water-related uses along the shorefront.**

### EXPLANATION OF POLICY 21 (CONT..)

Among the types of water dependent recreation, provision of adequate boating services to meet future demand is to be encouraged by this Program. The siting of boating facilities must be consistent with preservation and enhancement of other inland waterway resources and with their capacity to accommodate demand. The provision of new public boating facilities is essential in meeting this demand, but such public actions should avoid competition with private boating development. Boating facilities will, as appropriate, include parking, park-like surroundings, toilet facilities, and pump-out facilities. Harbors of Refuge are particularly needed along Lake Erie and Lake Ontario. There is a need for a better positional pattern of boating facilities to correct problems of overused,

insufficient, or improperly sited facilities.

Water-related off-road recreational vehicle use is an acceptable activity; provided no adverse environmental impacts occur. Where adverse environmental impact will occur, mitigating measures will be implemented, where practicable to minimize such adverse impacts. If acceptable mitigation is not practicable, prohibition of the use by off-road recreational vehicles will be posted and enforced. Ground water contamination presents a threat to Fire Island National Seashore water resources.

## SECTION III

# RECREATION POLICIES

### POLICY 22

**Development when located adjacent to the shore will provide for water-related recreation whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.**

### EXPLANATION OF POLICY 22

Many developments present practical opportunities for providing recreation facilities as an additional use of the site or facility. Therefore, whenever developments are located adjacent to the shore they should to the fullest extent permitted by existing law provide for some form of water-related recreation use unless there are compelling reasons why any form of such recreation would not be compatible with the development, or a reasonable demand for public use cannot be foreseen.

The types of development which can generally provide water-related recreation as a multiple-use include, but are not limited to:

- parks
- highways
- power plants
- utility transmission rights of way
- sewage treatment facilities
- mental health facilities\*
- hospitals\*
- prisons\*
- schools, universities\*
- military facilities\*
- nature preserves\*
- large residential subdivisions (50 units)
- shopping centers
- office buildings

*\* The types of recreation uses likely to be compatible with these facilities are limited to the more passive forms, such as trails or fishing access. In some cases, land areas not directly or immediately needed by the facility could be used for recreation.*

## SECTION III

# RECREATION POLICIES

### POLICY 22

**Development when located adjacent to the shore will provide for water-related recreation whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.**

### EXPLANATION OF POLICY 22 (CONT..)

Prior to taking action relative to any development, State agencies should consult with the State Office of Parks, Recreation, and Historic Preservation, and if there is an approved local waterfront program, with the municipality in which the development is to locate, to determine appropriate recreation uses. The agency should provide OPRHP and the municipality with the opportunity to participate in project planning.

Appropriate recreational uses which do not require any substantial additional construction shall be provided at the expense of the project sponsor provided the cost does not exceed 2% of total project cost.

In determining whether compelling reasons exist which would make inadvisable recreation as a multiple use, safety considerations should reflect a recognition that some risk is acceptable in the use of recreation facilities.

Whenever a proposed development would be consistent with LWRP policies and the development could, through the provision of recreation and other multiple uses, significantly increase public use of the shore, then such development should be encouraged to locate adjacent to the shore (this situation would generally only apply within the more developed portions of urban areas).

The Syracuse WRA has multiple publicly-owned properties and facilities located adjacent to the waterfront that can help to provide water-related recreation opportunities, including the City's trail system and trailheads, Murphy's Island, Inner Harbor boating facilities and amenities, and Inner Harbor Park. Opportunities for enhancement of these locations are identified in the LWRP Master Plan and are intended to allow for direct public access to the WRA's waterbodies for recreational and scenic enjoyment.

# HISTORIC + SCENIC RESOURCES POLICIES

### POLICY 23

**Protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archaeology or culture of the State, its communities, or the Nation.**

### EXPLANATION OF POLICY 23

Among the most valuable of the State's man-made resources are those structures or areas which are of historic, archaeological, or cultural significance. The protection of these structures must involve a recognition of their importance by all agencies and the ability to identify and describe them. Protection must include concern not just with specific sites but with areas of significance, and with the area around specific sites. The policy is not to be construed as a passive mandate but must include active efforts, when appropriate, to restore or revitalize through adaptive reuse. While the program is concerned with the preservation of all such resources within the waterfront revitalization area it will actively promote the preservation of historic and cultural resources which have a waterfront relationship.

The structures, districts, areas or sites that are of significance in the history, architecture, archaeology or culture of the State, its communities, or the Nation comprise the following resources:

1. A resource, which is in a federal or State park established, among other reasons, to protect and preserve the resource.
2. A resource on, nominated to be on, or determined eligible to be on the National or State Registers of Historic Places.
3. A resource on or nominated to be on the State Nature and Historic Preserve Trust.
4. An archaeological resource which is on the State Department of Education's inventory of archaeological sites.
5. A local landmark, park, or locally designated historic district which is located within the boundary of an approved local waterfront revitalization program.
6. A resource that is a significant component of a New York State Heritage Area.

## SECTION III

# HISTORIC + SCENIC RESOURCES POLICIES

### POLICY 23

**Protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archaeology or culture of the State, its communities, or the Nation.**

### EXPLANATION OF POLICY 23 (CONT..)

All practicable means to protect structures, districts, areas or sites that are of significance in the history, architecture, archaeology or culture of the State, its communities or the Nation shall be deemed to include the consideration and adoption of any techniques, measures, or controls to prevent a significant adverse change to such significant structures, districts, areas or sites.

This policy shall not be construed to prevent the construction, reconstruction, alteration, or demolition of any building, structure, earthworks, or component thereof of a recognized historic, cultural or archaeological resource which has been officially certified as being imminently dangerous to life or public health. Nor shall the policy be construed to prevent the ordinary maintenance, repair, or proper restoration according to the U.S. Department of Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" of any building, structure, site or earthwork, or component thereof of a recognized historic, cultural or archaeological resource which does not involve a significant adverse change to the resource.

Opportunities to educate and inform the public about the historic and industrial past of Syracuse's waterfront are identified in the LWRP Master Plan, including the installation of historical interpretive signage.

To provide additional clarification of this policy, the following page includes a detailed definition of significant adverse change.

# POLICY 23 DEFINITION

## SIGNIFICANT ADVERSE CHANGE

A significant adverse change includes but is not limited to:

1. Alteration of or addition to one or more of the architectural, structural, ornamental or functional features of a building, structure, or site that is a recognized historic, cultural, or archaeological resource, or component thereof. Such features are defined as encompassing the style and general arrangement of the exterior of a structure and any original or historically significant interior features including type, color and texture of building materials, entry ways and doors, fenestration, lighting fixtures, roofing, sculpture and carving, steps, rails, fencing, windows, vents and other openings, grillwork, signs, canopies, and other appurtenant fixtures and, in addition, all buildings, structures, outbuildings, walks, fences, steps, topographical features, earthworks, paving and signs located on the designated resource property. (To the extent they are relevant, the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" shall be adhered to.)
2. Demolition or removal in full or part of a building, structure, or earthworks that is a recognized historic, cultural, or archaeological resource or component thereof, to include all those features described in (a) above plus any other appurtenant fixtures associated with a building, structure or earthwork.
3. All proposed actions within 500 feet of the perimeter of the property boundary of the historic, architectural, cultural, or archaeological resource and all actions within an historic district that would be incompatible with the objective of preserving the quality and integrity of the resource. Primary considerations to be used in making judgment about compatibility should focus on the visual and location relationship between the proposed action and the special character of the historic, cultural, or archaeological resource. Compatibility between the proposed action and the resource means that the general appearance of the resource should be reflected in the architectural style, design material, scale, proportion, composition, mass, line, color, texture, detail, setback, landscaping and related items of the proposed actions. With historic districts, this would include infrastructure improvements or changes, such as street and sidewalk paving, street furniture and lighting.

## SECTION III

# HISTORIC + SCENIC RESOURCES POLICIES

### POLICY 24

**Prevent impairment of scenic resources of statewide significance.**

### EXPLANATION OF POLICY 24

Under the current conditions this policy does not apply to the Syracuse WRA. This policy applies only to scenic resources designated as having statewide significance.

### POLICY 25

**Protect, restore or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the waterfront revitalization area.**

### EXPLANATION OF POLICY 25

When considering a proposed action which would not affect a scenic resource of statewide significance, agencies shall ensure that the action would be undertaken so as to protect, restore or enhance the overall scenic quality of the waterfront revitalization area. Activities which could impair or further degrade scenic quality are the same as those cited under the previous policy, i.e., modification of natural landforms, removal of vegetation, etc. However, the effects of these activities would not be considered as serious for the general waterfront revitalization area as for significant scenic areas. Scenic views in the Syracuse WRA are identified in Section II and include distant views, views from trailways bridges and roadways, as well as views from public parks and trailheads. Opportunities to enhance views of the WRA's waterways include enhanced trail networks and connections, such as improved fencing site enhancements.

The siting and design guidelines listed under the previous policy should be considered for proposed actions within the waterfront revitalization area. More emphasis may need to be placed on removal of existing elements, especially those which degrade, and on addition of new elements or other changes which enhance. Removal of vegetation at key points to improve visual access to inland waterways is one such change which might be expected to enhance scenic quality.

The guidelines on the following page provide guidance for advancing this policy.

# POLICY 24 GUIDELINES

## PROTECTING, RESTORING OR ENHANCING THE OVERALL SCENIC QUALITY OF THE WRA

The following siting and facility-related guidelines are to be used to achieve this policy, recognizing that each development situation is unique and that the guidelines will have to be applied accordingly. Guidelines include:

1. Siting structures and other development such as highways, power lines, and signs, back from shorelines or in other inconspicuous locations to maintain the attractive quality of the shoreline and to retain views to and from the shore;
2. Clustering or orienting structures to retain views, save open space and provide visual organization to a development;
3. Incorporating sound, existing structures (especially historic buildings) into the overall development scheme;
4. Removing deteriorated and/or degrading elements;
5. Maintaining or restoring the original land form, except when changes screen unattractive elements and/or add appropriate interest;
6. Maintaining or adding vegetation to provide interest, encourage the presence of wildlife, blend structures into the site, and obscure unattractive elements, except when selective clearing removes unsightly, diseased or hazardous vegetation and when selective clearing creates views of inland waterways;
7. Using appropriate materials, in addition to vegetation, to screen unattractive elements;
8. Using appropriate scales, forms and materials to ensure that buildings and other structures are compatible with and add interest to the landscape.

More emphasis may need to be placed on removal of existing elements, especially those which degrade, and on addition of new elements or other changes which enhance. Removal of vegetation at key points to improve visual access to inland waterways is one such change which might be expected to enhance scenic quality.



## SECTION III

# AGRICULTURAL LANDS POLICIES

### POLICY 26

**Conserve and protect agricultural lands in the waterfront revitalization area.**

### EXPLANATION OF POLICY 26

Under the current conditions this policy does not apply to the Syracuse WRA. There are no agricultural lands within the Syracuse WRA.

## SECTION III

# ENERGY + ICE MANAGEMENT POLICIES

### POLICY 27

**Decisions on the siting and construction of major energy facilities in the shorefront area will be based on public energy needs, compatibility of such facilities with the environment, and the facility's need for a shorefront location.**

### EXPLANATION OF POLICY 23

New York's overall annual energy demand has begun to flatten over time, in part due to the success of State and utility energy efficiency programs. However, peak load (the highest amount of energy consumption in a given year) has continued to increase at a more rapid pace. Renewable power sources—hydro, solar, wind, and other carbon-free solutions—also continue to grow as a share of the total energy produced in the State. Significant investments in the billions of dollars are needed to replace New York's aging electric transmission and distribution infrastructure just to meet currently projected energy demand. To respond to these significant shifts in the State's energy infrastructure, State energy policies are being designed to maintain energy system reliability during peak load in ways that improve the grid's overall system efficiency, from both energy transmission and capital investment perspectives.

The City of Syracuse and Onondaga County are certified Climate Smart Communities (CSC) indicating their commitment to reducing greenhouse gas emissions and promoting a green

economy. The CSC framework guides progress toward creating attractive, healthy, and equitable places to live, work, and play.

The New York State energy planning process provides a comprehensive framework for improving the State's energy system, addressing issues such as environmental impacts, resiliency, and affordability. Key areas of focus for New York's energy planning and implementation policies include integration of renewable energy generation; local energy generation that can foster both economic prosperity and environmental stewardship; seeking innovative energy solutions across the State's public facilities and operations; increasing energy efficiency; and decreasing greenhouse gas emissions. New York's energy policy is also central to how the State responds to the challenges presented by a changing climate. New York State's energy planning recognizes that extreme weather events demand more resilient energy infrastructure, and that climate change presents both challenges and opportunities to lead and innovate.

## SECTION III

# ENERGY + ICE MANAGEMENT POLICIES

### POLICY 27

**Decisions on the siting and construction of major energy facilities in the shorefront area will be based on public energy needs, compatibility of such facilities with the environment, and the facility's need for a shorefront location.**

### EXPLANATION OF POLICY 27 (CONT..)

A determination of public need for energy is the first step in the process for siting new facilities. The directives for determining this need are contained primarily in Article 6 of the New York State Energy Law. That Article requires the preparation of a State Energy Plan. With respect to transmission lines and the siting of major electric generating facilities, Articles 7 and 10 of the State's Public Service Law require additional forecasts and establish the basis for determining the compatibility of these facilities with the environment and the necessity for providing additional electric capacity. The policies derived from the siting regulations under these Articles are entirely consistent with the general coastal zone policies derived from other laws, particularly the regulations promulgated pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Law. That law is used for the purposes of ensuring consistency with the Coastal Management Program.

The Department of State will present testimony for the record during relevant certification proceedings under Articles 7 and 10 of the Public Service Law when appropriate; and use the State SEQR and DOS regulations to ensure that decisions regarding other proposed energy facilities (not subject to Articles 7 and 10 of the Public Service Law) that would affect the shorefront area are consistent with LWRP policies.

## SECTION III

# ENERGY + ICE MANAGEMENT POLICIES

### POLICY 28

**Ice management practices shall not interfere with the production of hydroelectric power, damage significant fish and wildlife and their habitats or increase shoreline erosion or flooding.**

### EXPLANATION OF POLICY 28

Prior to undertaking actions required for ice management, an assessment must be made of the potential effects of such actions upon the production of hydro-electric power, fish and wildlife and their habitats as will be identified in Coastal Area Maps, flood levels and damage, rates of shoreline erosion damage, and upon natural protective features.

Following such an examination, adequate methods of avoidance or mitigation of such potential effects must be utilized if the proposed action is to be implemented.

### POLICY 29

**The development of offshore uses and resources, including renewable energy resources, shall accommodate New York's long-standing ocean and Great Lakes industries, such as commercial and recreational fishing and maritime commerce, and the ecological functions of habitats important to New York.**

### EXPLANATION OF POLICY 29

Under the current conditions this policy does not apply to the Syracuse WRA.

## SECTION III

# WATER + AIR RESOURCES POLICIES

### POLICY 30

**Municipal, industrial, and commercial discharge of pollutants, including but not limited to, toxic and hazardous substances, into inland waterways will conform to State and National water quality standards.**

### POLICY 31

**State policies and management objectives of approved local Waterfront Revitalization Programs will be considered while reviewing inland waterway classifications and while modifying water quality standards; however, those waters already overburdened with contaminants will be recognized as being a development constraint.**

### EXPLANATION OF POLICY 30

Municipal, industrial and commercial discharges include not only “end-of-the pipe” discharges into surface and groundwater but also plant site runoff, leaching, spillages, sludge and other waste disposal, and drainage from raw material storage sites. Also, the regulated industrial discharges are both those which directly empty into receiving inland waterways and those which pass through the municipal treatment systems before reaching the State’s waterways. The County’s Wastewater Treatment Plant within the WRA must conform to all local, state and federal requirements.

### EXPLANATION OF POLICY 31

Pursuant to the Federal Clean Water Act of 1977 (PL 95-217) the State has classified its coastal and other waters in accordance with considerations of best usage in the interest of the public and has adopted water quality standards for each class of waters. These classifications and standards are reviewable at least every three years for possible revision or amendment. Local Waterfront Revitalization Programs and State LWRP policies shall be factored into the review process for inland waterways. However, such consideration shall not affect any water pollution control requirement established by the State pursuant to the federal Clean Water Act.

The State has identified certain stream segments as being either “water quality limiting” or “effluent limiting.” Waters not meeting State standards and which would not be expected to meet these standards even after applying “best practicable treatment” to effluent discharges are classified as “water quality limiting”. Those segments meeting standards or those expected to meet them after application of “best practicable treatment” are classified as “effluent limiting,” and all new waste discharges must receive “best practicable treatment.” However, along stream segments classified as “water quality limiting”, waste treatment beyond “best practicable treatment” would be required, and costs of applying such additional treatment may be prohibitive for new development.

## SECTION III

# WATER + AIR RESOURCES POLICIES

### POLICY 32

**Encourage the use of alternative or innovative sanitary waste systems in small communities where the costs of conventional facilities are unreasonably high, given the size of the existing tax base of these communities.**

### EXPLANATION OF POLICY 32

Alternative systems include individual septic tanks and other subsurface disposal systems, dual systems, small systems serving clusters of households or commercial users, and pressure or vacuum sewers. These types of systems are often more cost effective in smaller, less densely populated communities and for which conventional facilities are too expensive.

### POLICY 33

**Best management practices will be used to ensure the control of stormwater runoff and combined sewer overflows draining into inland waterways.**

### EXPLANATION OF POLICY 33

Best management practices include both structural and non-structural methods of preventing or mitigating pollution caused by the discharge of stormwater runoff and combined sewer overflows. At present, structural approaches to controlling stormwater runoff (e.g., construction of retention basins) and combined sewer overflows (e.g., replacement of combined system with separate sanitary and stormwater collection systems) are not economically feasible. Proposed amendments to the Clean Water Act, however, will authorize funding to address combined sewer overflows in areas where they create severe water quality impacts. Until funding for such projects becomes available, non-structural approaches (e.g., improved street cleaning, reduced use of road salt) will be encouraged.

## SECTION III

# WATER + AIR RESOURCES POLICIES

### POLICY 34

**Discharge of waste materials into inland waterways from vessels subject to State jurisdiction will be limited so as to protect significant fish and wildlife habitats, recreational areas and water supply areas.**

### EXPLANATION OF POLICY 34

All untreated sanitary waste from vessels is prohibited from being discharged into the State's inland waterways. Where inland waterway resources or activities require greater protection than afforded by this requirement the State may designate vessel waste no discharge zones. Within these no discharge zones the discharge of all vessel waste whether treated or not is prohibited. A determination from EPA that an adequate number of vessel waste pump-out stations exists is necessary before the State can designate a no discharge zone. The State prepared a Clean Vessel Act Plan which identifies the State's waters for which no discharge zones are needed and the number of vessel waste pump outs required to obtain the determination from EPA. The discharge of other wastes from vessels is limited by State law.

### POLICY 35

**Dredging and filling in inland waterways and disposal of dredged material will be undertaken in a manner that meets existing State dredging permit requirements, and protects significant fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and wetlands.**

### EXPLANATION OF POLICY 35

Dredging, filling, and dredge material disposal are activities that are needed for waterfront revitalization and development, such as maintaining navigation channels at sufficient depths, pollutant removal, and other management needs. Such projects, however, may adversely affect water quality, fish and wildlife habitats, wetlands, and other important inland waterway resources. Often these adverse effects can be minimized through careful design and timing of the dredging or filling activities, proper siting of dredged material disposal sites, and the beneficial use of dredged material. Such projects shall only be permitted if they satisfactorily demonstrate that these anticipated adverse effects have been reduced to levels which satisfy State permit standards set forth in regulations developed pursuant to Environmental Conservation Law, (Articles 15, 24, 25, and 34), and are consistent with policies pertaining to the protection and use of inland waterway resources (LWRP policies 7, 15, 19, 20, 24, 26, and 44).

## SECTION III

# WATER + AIR RESOURCES POLICIES

### POLICY 36

**Activities related to the shipment and storage of petroleum and other hazardous materials will be conducted in a manner that will prevent or at least minimize spills into inland waterways; all practicable efforts will be undertaken to expedite the cleanup of such discharges; and restitution for damages will be required when these spills occur.**

### EXPLANATION OF POLICY 36

See Policy 39 for definition of hazardous materials.

### POLICY 37

**Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into inland waterways.**

### EXPLANATION OF POLICY 37

Best management practices used to reduce these sources of pollution could include, but are not limited to, encouraging organic farming and pest management principles, soil erosion control practices, introduction of green infrastructure and surface drainage control techniques.



## SECTION III

# WATER + AIR RESOURCES POLICIES

### POLICY 38

**The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.**

### EXPLANATION OF POLICY 38

Surface and groundwater are the principal sources of drinking water in the State, and therefore must be protected. Efforts to improve the water quality of Onondaga Lake, should be identified and no actions should be allowed that further negatively impact the water quality of the lake.

### POLICY 39

**The transport, storage, treatment and disposal of solid wastes, particularly hazardous wastes, within the waterfront revitalization area will be conducted in such a manner so as to protect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas, important agricultural land, and scenic resources.**

### EXPLANATION OF POLICY 39

The definitions of terms “solid wastes” and “solid waste management facilities” are taken from the New York’s Solid Waste Management Act (Environmental Conservation Law, Article 27). Solid wastes include sludge from air or water pollution control facilities, demolition and construction debris and industrial and commercial wastes.

Examples of solid waste management facilities include resource recovery facilities, sanitary

landfills and solid waste reduction facilities. Although a fundamental problem associated with the disposal and treatment of solid wastes is the contamination of water resources, other related problems may include: filling of wetlands and littoral areas, atmospheric loading, and degradation of scenic resources.

See Policy 8 for definition of hazardous wastes.

## SECTION III

# WATER + AIR RESOURCES POLICIES

### POLICY 40

**Effluent discharged from major steam electric generating and industrial facilities into inland waterways will not be unduly injurious to fish and wildlife and shall conform to state water quality standards.**

### EXPLANATION OF POLICY 40

The State Board on Electric Generation Siting and the Environment must consider a number of factors when reviewing a proposed site for facility construction. One of these factors is that the facility shall “not discharge any effluent that will be unduly injurious to the propagation and protection of fish and wildlife, the industrial development of the State, the public health, and public enjoyment of the receiving waters.” The effect of thermal discharges on water quality and aquatic organisms is considered by the siting board when evaluating any applicant’s request to construct a new steam electric generating facility.

## SECTION III

# WATER + AIR RESOURCES POLICIES

### POLICY 41

**Land use or development in the waterfront revitalization area will not cause national or State air quality standards to be violated.**

#### EXPLANATION OF POLICY 41

New York's Waterfront Revitalization of Coastal Areas and Inland Waterways Program incorporates the air quality policies and programs developed for the State by the Department of Environmental Conservation pursuant to the Clean Air Act and State laws on air quality. The requirements of the Clean Air Act are the minimum air quality control requirements applicable within the waterfront revitalization area.

To the extent possible, the State Implementation Plan will be consistent with waterfront revitalization area lands and water use policies. Conversely, waterfront management guidelines and program decisions with regard to land and water use and any recommendations with regard to specific sites for major new or expanded industrial, energy, transportation, or commercial facilities will reflect an assessment of their compliance with the air quality requirements of the State Implementation Plan.

The Department of Environmental Conservation will allocate substantial resources to develop a regulatory and management program to identify and eliminate toxic discharges into the atmosphere. The State's Waterfront Revitalization of Coastal Areas and Inland Waterways Program will assist in coordinating major toxic control programming efforts in the inland waterway regions and in supporting research on the multi-media nature of toxics and their economic and environmental effects on inland waterway resources.

## SECTION III

# WATER + AIR RESOURCES POLICIES

### POLICY 42

**Waterfront revitalization program policies will be considered if the State reclassifies land areas pursuant to the prevention of significant deterioration regulations of the Federal Clean Air Act.**

### EXPLANATION OF POLICY 42

The policies of the State and local coastal and inland waterway management programs concerning proposed land and water uses and the protection and preservation of special management areas will be taken into account prior to any action to change prevention of significant deterioration land classifications along inland waterways or adjacent areas. In addition, the Department of State will provide the Department of Environmental Conservation with recommendations for proposed prevention of significant deterioration land classification designations based upon the Waterfront Revitalization of Coastal Areas and Inland Waterways Program and LWRP policies.

## SECTION III

# WATER + AIR RESOURCES POLICIES

### POLICY 43

**Land use or development in the waterfront revitalization area must not cause the generation of significant amounts of acid rain precursors: nitrates and sulfates.**

### EXPLANATION OF POLICY 43

The Waterfront Revitalization of Coastal Areas and Inland Waterways Program incorporates the State's policies on acid rain. As such, the Waterfront Revitalization of Coastal Areas and Inland Waterways Program will assist in the State's efforts to control acid rain. These efforts to control acid rain will enhance the continued viability of inland waterway fisheries, wildlife, agricultural, scenic and water resources.

## SECTION III

# WETLANDS POLICY

### POLICY 44

**Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.**

### EXPLANATION OF POLICY 44

Freshwater wetlands include marshes, swamps, bogs, and flats supporting aquatic and semiaquatic vegetation and other wetlands so defined in the NYS Freshwater Wetlands Act and the NYS Protection of Waters Act (Water Resources Law, Environmental Conservation Law Article 15). National Wetland Inventory (NWI) wetlands are generally limited to Onondaga Lake in the Syracuse WRA.

The benefits derived from the preservation of freshwater wetlands include but are not limited to:

- habitat for wildlife and fish, and contribution to associated aquatic food chains
- erosion, flood and storm control
- natural pollution treatment
- groundwater protection
- recreational opportunities
- educational and scientific opportunities;
- aesthetic open space in many otherwise densely developed areas

## SECTION IV

# WATERFRONT REVITALIZATION PROJECTS



Onondaga Creekwalk

# WHAT IS IN THIS SECTION?



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**WATERFRONT BRAND  
INITIATIVE**



## SECTION IV

# PROPOSED LAND AND WATER USES

**This section describes the local vision for the future of the Syracuse Waterfront Revitalization Area and those projects necessary to facilitate realization of that vision. Projects are intended to increase public access to waterfront areas, enhance recreational opportunities in the WRA, and support local economic development, while leveraging proposed and ongoing investments throughout the Syracuse region.**

### PROPOSED LAND AND WATER USES

Proposed land and water uses were identified through discussions and engagement with the Waterfront Advisory Committee, stakeholders, and with the public during public workshops. The proposed land and water uses seek to expand the existing recreational and commercial access to the WRA's waterfront, allow for future development which complements and expands existing uses, and to create a regional destination. There are no points of conflict, competition, or

congestion between existing and future land- and water-dependent uses within the Syracuse WRA.

Proposed land and water uses within the WRA can be categorized as recreational, commercial, mixed-use, residential or public services. The land and water uses outlined below support existing land uses and zoning law.

#### Recreational

Recreational uses include parks, the Onondaga Creekwalk and other trails, and the amphitheater at Inner Harbor Park. Proposed recreational land uses will build upon these existing assets to increase trail connectivity, access to the water, and expand fishing and boating opportunities. Recreational uses can be found throughout the WRA and along the waterfront.

#### Commercial

Commercial uses include various retail establishments and services. Commercial uses are largely clustered in, but not limited to the southwestern and northeastern areas of the WRA, adjacent to Spencer Street and Hiawatha Boulevard. Future commercial development will build upon the success of the CNY Regional Market, Destiny USA, and potential mixed-use developments.

#### Residential

Residential development may include single-family, multi-family, or mixed-use dwellings. Single-family residential is limited in the WRA, and is largely located in the southeastern section of the WRA adjacent to Spencer Street and along Van Rensselaer Street. Multi-family and mixed-use dwellings can be found throughout the WRA, typically in the form of mixed use development.

#### Public Services + Utilities

Public service includes infrastructure and other systems that provide benefits to the public such as the Wastewater Treatment Plant on Hiawatha Boulevard. Any future expansion of public services and utilities will support existing and proposed developments in the WRA.

#### Vacant Land and Open Space

Vacant land and open space can be found throughout the WRA, making up the majority of the land area within the WRA. Vacant land in the WRA is categorized as vacant industrial or vacant commercial. Vacant land and open spaces provides the opportunity for future development of parks, recreational assets and mixed-use developments.

## SECTION IV

# PROPOSED PROJECTS

The Syracuse LWRP includes 17 proposed projects created to leverage existing and proposed investments within the WRA, and throughout the larger Syracuse-Onondaga County region, while encompassing community-driven vision and goals for the WRA.

### OVERVIEW

The table to the right provides an overview of the 17 proposed public projects for the WRA in the City of Syracuse. The proposed projects support the larger vision of the LWRP by increasing connectivity for all modes of transportation, expanding recreational resources, enhancing cultural assets, and increasing development across the WRA. These projects complement ongoing and proposed private investments occurring in and adjacent to the WRA, as well as throughout the larger region, which can be seen in the master plan on page 164.

	Project Name	Estimated Project Cost	Timeframe
1	TRAILHEAD IMPROVEMENTS UNDER HIAWATHA BOULEVARD	\$650,000	1-3 years
2	LAKE LOUNGE TRAILHEAD	\$1,600,000	1-3 years
3	TRAILHEAD IMPROVEMENTS AT W. BEAR ST	\$750,000	1-3 years
4	CREEKWALK ENHANCEMENTS	\$1.0 - \$1.5 million	3-5 years
5	NEW CREEKWALK CONNECTIONS	\$2.0 - \$2.5 million	3-5 years
6	TRAIL LOOP CONNECTION TO PARK STREET	\$1.5 - \$2.0 million	3-5 years
7	INNER HARBOR PARKS REDEVELOPMENT	Phase I: \$1.5 - \$2.0 million Phase II: \$4.5 - \$6.0 million	Phase I: 1-3 years Phase II: 5-10 years
8	HIAWATHA BOULEVARD AND W. Bear STREET STREETScape ENHANCEMENTS	\$20,375,000	3-5 years
9	STREETScape ENHANCEMENTS	\$21,200,000	3-5 years
10	ROTH SITE REDEVELOPMENT	Phase 1: \$1,400,000 Phase 2: \$7,000,000 Phase 3: \$11,500,000	Phase 1A: 1 - 3 years Phase 1B: 3 - 5 years Phase 2: 5 - 10 years, and beyond
11	CREATION OF A MIXED USE ENTERTAINMENT HUB	\$6,500,000 (excluding private investment)	1-3 years; 5-10 years
12	WATERFRONT BRAND INITIATIVE	\$250,000	1-3 years; 3-5 years
13	TOURISM CAMPAIGN AND STRATEGY	\$500,000	1-3 years; ongoing
14	SIGNAGE AND WAYFINDING PLAN	\$250,000	1-3 years
15	ENHANCEMENTS TO ONONDAGA LAKE PARK	\$4,500,000	1-3 years
16	INNER HARBOR PARKING STUDY	\$50,000	1-3 years
17	WATER QUALITY STUDY	\$50,000	1-3 years

## SECTION IV

# PROPOSED PROJECTS: MASTER PLAN

### MASTER PLAN

The master plan provides a spatial overview of future land use in the WRA, the proposed projects, and related public and private initiatives not included in this LWRP. The Master Plan highlights the larger vision of the Syracuse LWRP, tying in regional investments and aligning with recent projects and initiatives.

In addition to highlighting the proposed projects, the master plan outlines additional private and public investments not included in the LWRP which complement the proposed projects and the overarching vision of the LWRP. The projects and investments work together to achieve the vision of improved connectivity and accessibility, expanded recreational and cultural resources, and mixed-use public and private development across the City of Syracuse's waterfront, complementing the current effort to update the City of Syracuse's Comprehensive Plan.

The proposed trailhead improvements and trail expansions will improve access to existing trails like Loop the Lake and the Empire State trail, and leverage recent investments made to the Onondaga Creekwalk, which benefits both

casual and frequent users while supporting recent initiatives such as the return of the City's micromobility program, which provides bikes and scooters for rent. Similarly, proposed redevelopment and/or creation of parks throughout the WRA will enhance existing parks while also transforming underutilized sites into recreational assets and creating additional opportunities for recreational programming throughout the year.

Proposed streetscape enhancements will create a safer environment for all road users with the opportunity for the city to extend proposed enhancements beyond the border of the WRA. This will not only increase pedestrian and cyclist mobility, but improve overall access to the WRA while aligning with the recently completed Regional Transportation Center Market Area Mobility Study (2020), and the proposed signage and wayfinding projects.

Additional related investments include the development of the Onondaga County Aquarium in the Inner Harbor, which is expected to draw thousands of additional visitors to the region year-round, creating additional opportunities to provide all-season programming in the

surrounding public space. On a regional scale, the proposed Micron investment will generate a significant number of jobs, creating a demand for housing, goods, and services in the area. Proposed mixed use private investment depicted on the master plan considers these future opportunities and accounts for spin-off needs, such as enhanced and expanded parking options in the Inner Harbor area.

By leveraging related investment, the projects highlighted on the following pages will create a waterfront that will draw regional visitors, attract new public and private investment, create additional public space and the opportunity for year-round programming while transforming Syracuse's waterfront into a four-season regional destination, ripe for long-term growth and investment.

# PROPOSED PROJECTS: MASTER PLAN



## SECTION IV

### PROJECT #1

# TRAILHEAD IMPROVEMENTS UNDER HIAWATHA BOULEVARD

#### Project Category:

Trailhead Improvements

#### Jurisdiction:

New York State. Depending on the size of the project, adjacent property owners, Destiny USA Land Co LLC, may be impacted.

#### Estimated Cost:

\$525,000

#### Timeframe:

Short-term, 1- 3 years

#### Potential Funding Sources:

Local Waterfront Revitalization Program (LWRP)  
NYS Office of Parks, Recreation and Historic Preservation  
City of Syracuse  
Onondaga County

#### PROJECT LOCATION

Onondaga Creekwalk entrance from Hiawatha Boulevard and Destiny Parking lot.



PROJECT #1

TRAILHEAD IMPROVEMENTS UNDER HIAWATHA BOULEVARD

**PROJECT DESCRIPTION**

The trailhead under the Hiawatha bridge marks the transition point of Onondaga Creekwalk from the West to the East side of the creek. This project will better connect users to the Onondaga Creekwalk with improved pedestrian and bicycle access from the parking lot to the trail, and an enhanced visual experience. Recommended improvements include:

Recommended improvements include:

- New art or sculpture feature(s);
- Upgraded paved surface for better pedestrian flow;
- Enhanced signage;
- Enhanced site furnishings including benches, bike racks, and trash cans;
- Improved safety features such as an emergency call box, cameras and enhanced lighting; and
- Vegetation clearing.

**BENEFITS**

This proposed project is expected to provide the following benefits:

- Enhanced economic development and tourism opportunities in the Syracuse WRA.
- Improved pedestrian and bicycle access from the parking lot to the trail.
- Enhanced visual experience incorporating unique branded design elements.
- Enhanced recreational access along Onondaga Creek .

**APPLICABLE LWRP POLICIES**

The following LWRP policies are applicable to this project:

**Development Policies**

Policies 1, 4

**Fish + Wildlife Policies**

Policy 9

**Public Access Policies**

Policies 19, 21, 23

**Historic + Scenic Resources Policies**

Policy 25

**REGULATORY REQUIREMENTS**

The following will be required for project implementation:

- Review and approval by the City of Syracuse
- Compliances with the State Environmental Quality Review (SEQR)

## SECTION IV

### PROJECT #1

# TRAILHEAD IMPROVEMENTS UNDER HIAWATHA BOULEVARD

## EXISTING CONDITIONS



PROJECT #1

TRAILHEAD IMPROVEMENTS UNDER HIAWATHA BOULEVARD

EXISTING CONDITIONS





## SECTION IV

### PROJECT #1

# TRAILHEAD IMPROVEMENTS UNDER HIAWATHA BOULEVARD

## PROPOSED ENHANCEMENTS



PROJECT #1

TRAILHEAD IMPROVEMENTS UNDER HIAWATHA BOULEVARD

PROPOSED ENHANCEMENTS



## SECTION IV

### PROJECT #1

# TRAILHEAD IMPROVEMENTS UNDER HIAWATHA BOULEVARD

## PROPOSED ENHANCEMENTS



## SECTION IV

# PROJECT #2 LAKE LOUNGE TRAILHEAD

### Project Category:

Trailhead Improvements

### Jurisdiction:

City of Syracuse

CSX is an adjacent property owner

### Estimated Cost:

\$1,600,000

### Timeframe:

Short-term, 1- 3 years

### Potential Funding Sources:

Local Waterfront Revitalization Program (LWRP)

City of Syracuse

NYS Office of Parks, Recreation and Historic  
Preservation

Onondaga County

### PROJECT LOCATION

Onondaga Creekwalk and Loop the  
Lake trail terminus at the South  
Shore of Onondaga Lake.



# PROJECT #2

## LAKE LOUNGE TRAILHEAD

### PROJECT DESCRIPTION

The Lake Lounge Trailhead allows for public access and viewing along the south shore of Onondaga Lake and serves as the connection to the segment of the Loop the Lake trail that crosses Murphy’s Island. Implementation of proposed improvements at this location will create more user friendly, ADA accessible, amenities along the lake shoreline.

Recommended improvements include:

- Interpretive signage;
- Enhanced seating area for viewing the lake and wildlife;
- Improved fishing access;
- Improved safety features such as camera and enhanced lighting;
- Fortifying the deteriorating concrete walls and fencing; and
- Enhanced landscaping and site furnishings.

### BENEFITS

This proposed project is expected to provide the following benefits:

- Enhanced access to Onondaga Lake waterfront.
- Enhanced connectivity between the creekwalk and Murphy’s Island.
- Enhanced opportunities for birdwatching.
- Improved recreational opportunities, including fishing and walking.
- Enhanced interpretive opportunities for Lake Environment, Bald Eagle education and Native American Culture.

### APPLICABLE LWRP POLICIES

The following LWRP are applicable to this project:

#### Development Policies

Policies 1, 4,

#### Fish + Wildlife Policies

Policy 9

#### Public Access Policies

Policies 19, 21, 23

#### Historic + Scenic Resources Policies

Policy 25

### REGULATORY REQUIREMENTS

The following approvals will be required for project implementation:

- Review and approval by the City of Syracuse
- Compliance with the State Environmental Quality Review (SEQR)
- Approvals from CSX (if existing rail bridge is impacted)
- NYS Department of Environmental Conservation
- United States Army Corps of Engineers

## SECTION IV

# PROJECT #2 LAKE LOUNGE TRAILHEAD

### EXISTING CONDITIONS



# PROJECT #2 LAKE LOUNGE TRAILHEAD

## EXISTING CONDITIONS

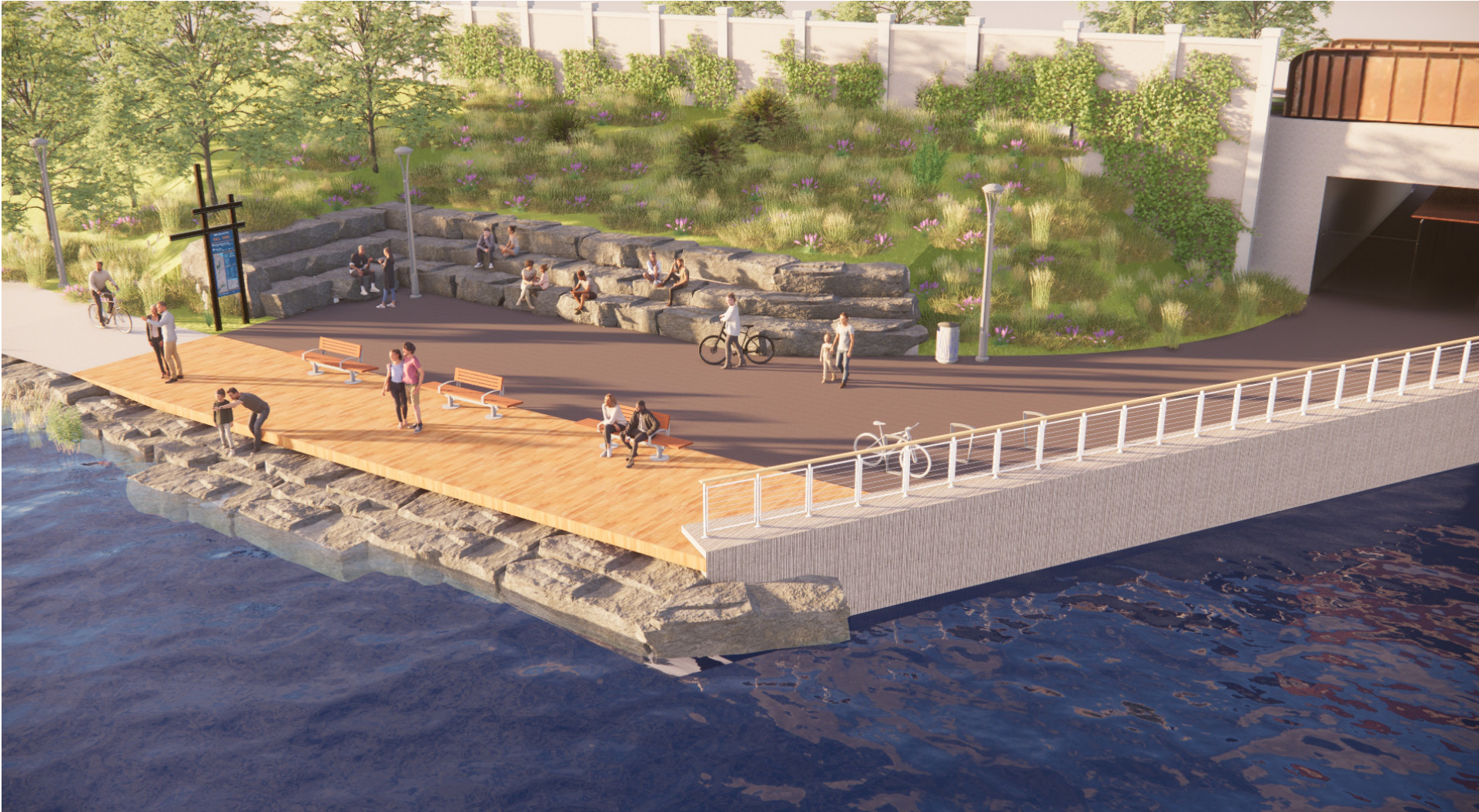


# SECTION IV

## PROJECT #2

# LAKE LOUNGE TRAILHEAD

### PROPOSED ENHANCEMENTS





# PROJECT #2 LAKE LOUNGE TRAILHEAD

## PROPOSED ENHANCEMENTS



## SECTION IV

### PROJECT #3

# TRAILHEAD IMPROVEMENTS AT W. BEAR ST

#### Project Category:

Trailhead Improvements

#### Jurisdiction:

City of Syracuse

#### Estimated Cost:

\$675,000

#### Timeframe:

Short-term, 1- 3 years

#### Potential Funding Sources:

Local Waterfront Revitalization Program (LWRP)

NYS Office of Parks, Recreation and Historic

Preservation

Canalways Grant Program

City of Syracuse

#### PROJECT LOCATION

Onondaga Creekwalk entrance at Van Rensselaer and W. Bear St.



PROJECT #3

TRAILHEAD IMPROVEMENTS AT W. BEAR ST

**PROJECT DESCRIPTION**

This trailhead provides direct access to the Onondaga Creekwalk, offering connectivity to Inner Harbor Park to the south and Onondaga Lake to the north. This trailhead also serves as a connective point for future development including the proposed expansion of COR Development’s mixed use buildings on Van Rensselaer Street

Recommended improvements include:

- New opportunities to access the water with the creation of a new step down cartop boat launch;
- Enhanced landscaping;
- Improved directional and interpretive signage;
- New benches and user amenities; and
- Vegetation removal for improved scenic views of Onondaga Creek and the Harbor..

Improvements will create new opportunities to access the water while also improving accessibility to the Creekwalk to residents and visitors. The project will create a unique and recognizable rest stop and

meeting point for Creekwalk users. This project will complement work the City has done to connect people to the Inner Harbor via a new kayak launch installed in 2023.

**BENEFITS**

This proposed project is expected to provide the following benefits:

- Enhanced economic development and tourism opportunities in the Syracuse WRA by creating a welcoming and inviting entry to the waterfront.
- Improved scenic views of Onondaga Creek and the Harbor.
- Expanded connectivity with COR Development properties and the creekwalk.
- Enhanced recreation access to Onondaga Creek.

**APPLICABLE LWRP POLICIES**

The following LWRP policies are applicable to this project:

**Development Policies**

Policies 1, 4,

**Fish + Wildlife Policies**

Policy 9

**Public Access Policies**

Policies 19, 21, 23

**Historic + Scenic Resources Policies**

Policy 25

**REGULATORY REQUIREMENTS**

The following will be required for project implementation:

- Review and approval by the City of Syracuse
- Compliance with the State Environmental Quality Review (SEQR)

## SECTION IV

### PROJECT #3

# TRAILHEAD IMPROVEMENTS AT W. BEAR ST

## EXISTING CONDITIONS



# PROJECT #3 TRAILHEAD IMPROVEMENTS AT W. BEAR ST

## EXISTING CONDITIONS



## SECTION IV

### PROJECT #3

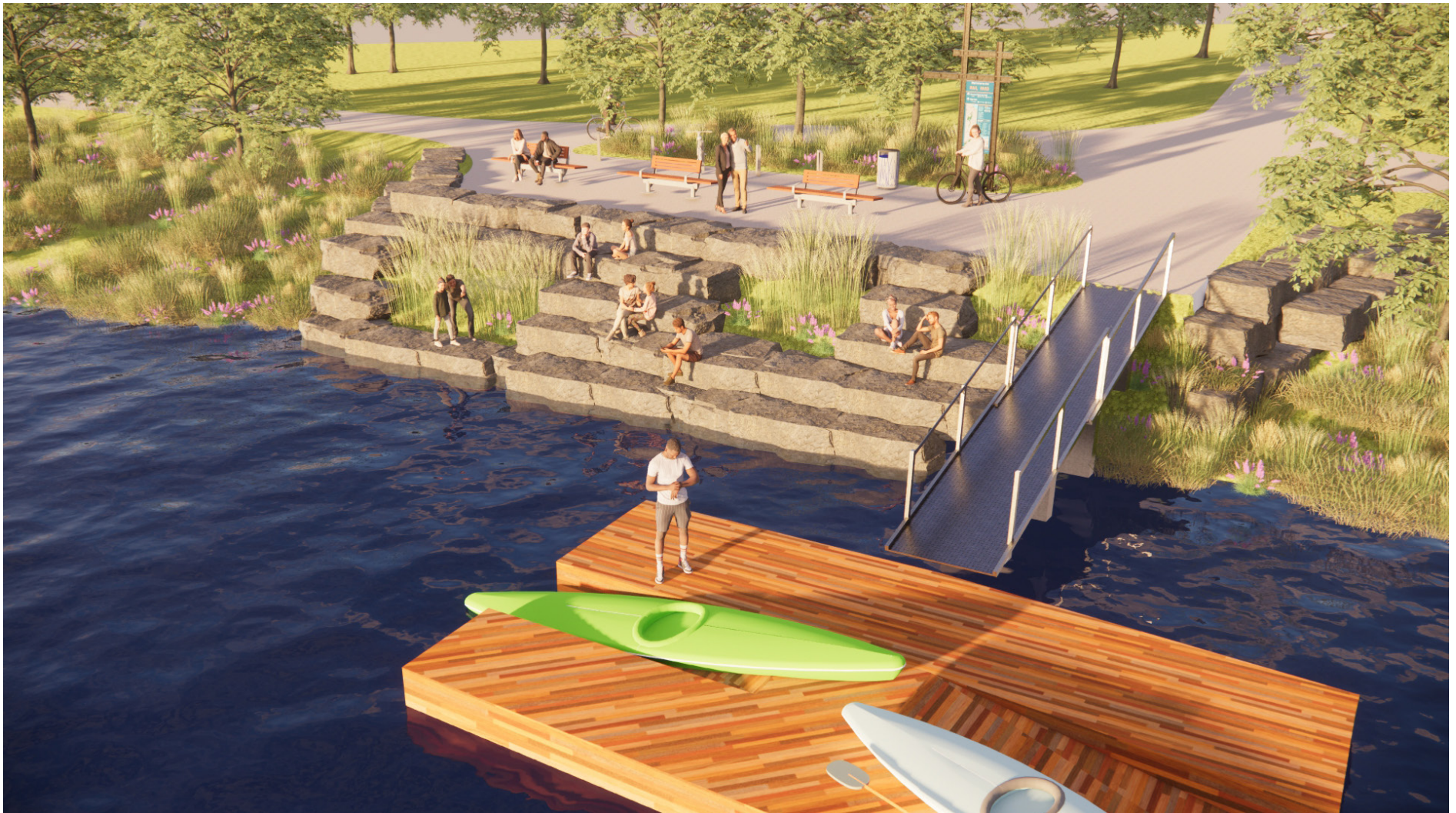
# TRAILHEAD IMPROVEMENTS AT W. BEAR ST

## PROPOSED ENHANCEMENTS



# PROJECT #3 TRAILHEAD IMPROVEMENTS AT W. BEAR ST

## PROPOSED ENHANCEMENTS



## SECTION IV

### PROJECT #3

# TRAILHEAD IMPROVEMENTS AT W. BEAR ST

## PROPOSED ENHANCEMENTS





## SECTION IV

# PROJECT #4 CREEKWALK ENHANCEMENTS

### Project Category:

Parks & Open Space

### Jurisdiction:

City of Syracuse

### Estimated Cost:

\$1.0 - \$1.5 Million

### Timeframe:

Mid-term, 3 - 5 years

### Potential Funding Sources:

Local Waterfront Revitalization Program (LWRP)

Empire State Development grant funds

Private Investment

City of Syracuse

Onondaga County

### PROJECT LOCATION

Existing Onondaga Creekwalk



# PROJECT #4 CREEKWALK ENHANCEMENTS

## PROJECT DESCRIPTION

The Onondaga Creekwalk is an existing 4.8 mile trail that connects historic Armory Square in Downtown Syracuse to the southern end of Onondaga Lake, and makes a critical connection to the Loop the Lake trail. The Creekwalk was also recently expanded to follow Onondaga Creek south of Downtown to Kirk Park. The goal of this project is to provide visual continuity and create placemaking throughout the Creekwalk and Inner Harbor. Proposed trail enhancements will strengthen the user experience by addressing the elements within the existing system that detract from peoples comfort and ability to use the trail system today.

Proposed enhancements include:

- Trail surface replacement & repair;
- Placemaking elements, such as public art, signage, and user amenities including trash receptacles and benches;
- Addition of interpretive and educational signage;
- Strategic removal of vegetation to improve visibility; and

- Incorporation of lighting and safety cameras.

## BENEFITS

This proposed project is expected to provide the following benefits:

- Enhanced connectivity and walkability to destinations throughout the Syracuse WRA.
- Improved safety for pedestrians and bicyclists on roadways.
- Enhanced sense of place in the Syracuse WRA.

## APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

### Development Policies

Policies 1, 4

### Fish + Wildlife Policies

Policy 9

### Public Access Policies

Policies 19, 20, 21, 22

### Historic + Scenic Resources Policies

Policy 25

### Water + Air Resources Policies

Policy 33

## REGULATORY REQUIREMENTS

The following will be required for project implementation:

- Review and approval by the City of Syracuse
- NYS Department of Transportation Highway Work Permit on State roads
- State Environmental Quality Review (SEQR)
- Stormwater Permit for Construction Activity

# SECTION IV

## PROJECT #4

# CREEKWALK ENHANCEMENTS

### EXISTING CONDITIONS



# PROJECT #4 CREEKWALK ENHANCEMENTS

## PROPOSED ENHANCEMENTS



### Trail Enhancements

New signage, banners, trash receptacles, and benches spaced strategically according to existing conditions.

- 1 Placemaking Opportunities
- Public Art Mile Markers

# SECTION IV

## PROJECT #4:

# CREEKWALK ENHANCEMENTS

### PROPOSED ENHANCEMENTS



## SECTION IV

# PROJECT #5 NEW CREEKWALK CONNECTIONS

### Project Category:

Parks & Open Space

### Jurisdiction:

City of Syracuse

### Estimated Cost:

\$1.5 - \$2.0 million

### Timeframe:

Mid-term, 3 - 5 years

### Funding:

Local Waterfront Revitalization Program (LWRP)

Empire State Development grant funds

Private Investment

City of Syracuse

Onondaga County

### PROJECT LOCATION

Onondaga Creekwalk



# PROJECT #5 NEW CREEKWALK CONNECTIONS

## PROJECT DESCRIPTION

The existing Onondaga Creekwalk is substantially aligned along the west shore of Onondaga Creek. In order to create walking and biking loops, and improve multi-modal connectivity several new segments of trail are recommended. The new trail connections will complement the existing trail segments with similar placemaking, signage, public art, banners, trash receptacles and benches.

New segments of the Creekwalk are recommended at the following locations:

- Between Hiawatha Blvd W and Bear St W Bridges on the North side of the creek;
- Down from the south side of Hiawatha Blvd W Bridge to Pulaski St.;
- Across Bear St W Bridge; and
- Around the Inner Harbor.

## BENEFITS

This proposed project is expected to provide the following benefits:

- Expanded and safe multi-modal transportation options within the WRA.
- Enhanced public access to the waterfront and surrounding neighborhoods and destinations.
- Improved visitor experience.
- Enhanced economic development and tourism opportunities.

## APPLICABLE LWRP POLICIES

The following LWRP are applicable to this project:

### Development Policies

Policies 1, 4

### Fish + Wildlife Policies

Policy 9

### General Policy

Policy 18

### Public Access Policies

Policy 19

### Historic + Scenic Resources Policies

Policy 25

### Water + Air Resources Policies

Policy 33

## REGULATORY REQUIREMENTS

The following may be required for project implementation:

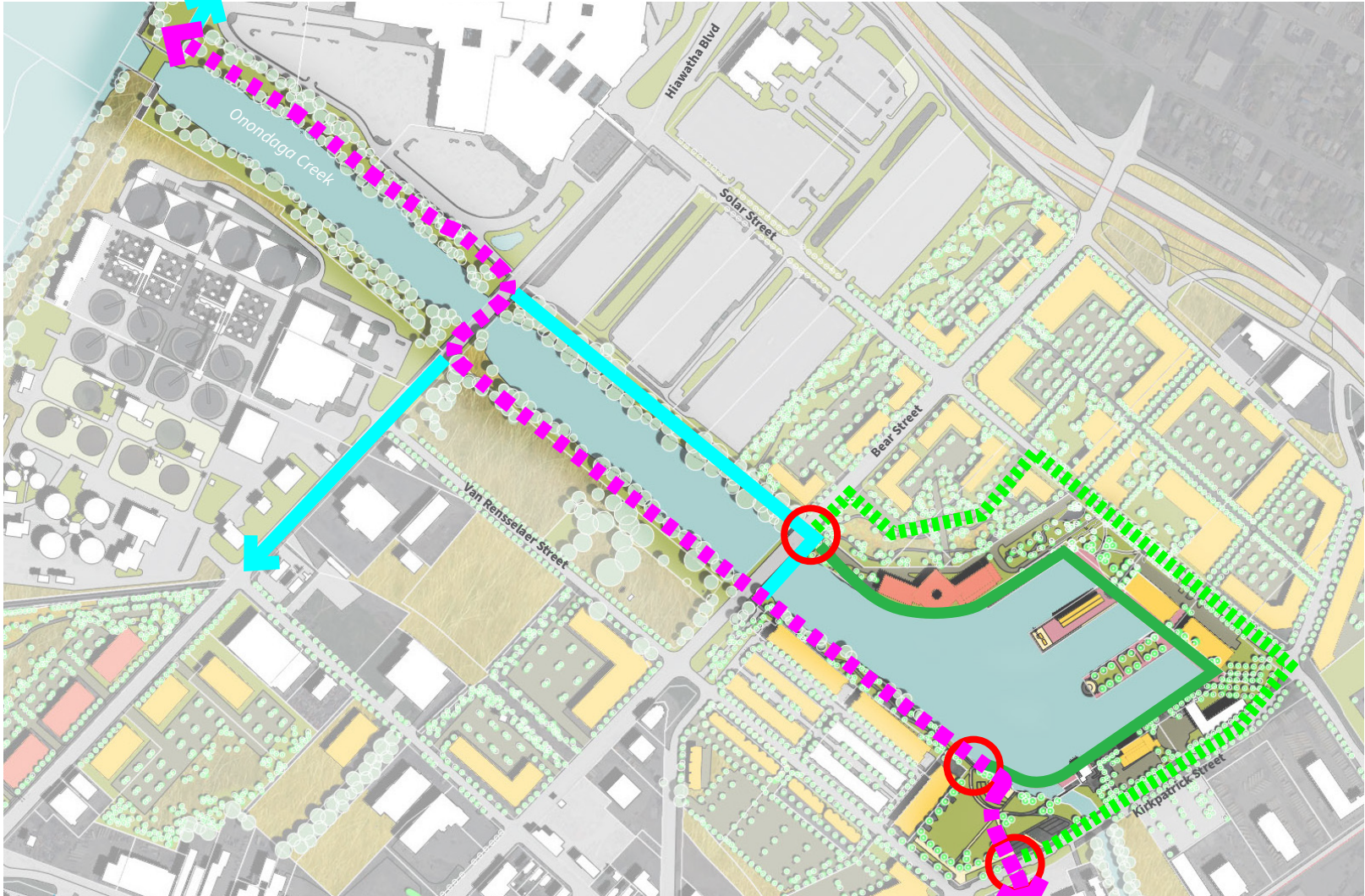
- Review and approval from the City of Syracuse
- State Environmental Quality Review (SEQR)
- Stormwater Permit for Construction Activity

# SECTION IV

## PROJECT #5

# NEW CREEKWALK CONNECTIONS

### PROPOSED ENHANCEMENTS



### Trail Connections

- Existing Creekwalk
- Proposed Creekwalk Connections
- Proposed Pedestrian Improvements
- Proposed Bike Improvements
- Transition Nodes



## SECTION IV

# PROJECT #6A LOOP THE LAKE TRAIL

### Project Category:

Parks & Open Space

### Jurisdiction:

City of Syracuse

### Estimated Cost:

\$15 - \$25 million

### Timeframe:

Mid-term, 3 - 5 years

### Potential Funding Sources:

Local Waterfront Revitalization Program (LWRP)

Empire State Development grant funds

Private Investment

Local or County financing

### PROJECT LOCATION

Murphy's Island to Onondaga Lake  
Parkway



# PROJECT #6A LOOP THE LAKE TRAIL

## PROJECT DESCRIPTION

Onondaga County is in the process of developing the final connection for completion of its Loop the Lake trail between Murphy’s Island and the Onondaga Lake Parkway, creating a seamless trail around Onondaga Lake and connecting multiple communities and recreational resources with the Syracuse trail system. This last trail segment, which includes construction of a bridge from Murphy’s Island over Ley Creek and the CSX rail line, will connect to a modified Onondaga Lake Parkway where a road diet will enable replacement of the parkway shoulder with a multi-use trail connecting this project with Onondaga Lake Park in the Village of Liverpool.

Proposed improvements include:

- Bridge and trail segment from Murphy’s Island to the Onondaga Lake Parkway.

## BENEFITS

This proposed project is expected to provide the following benefits:

- Improved multi-modal circulation.
- Enhanced public access to the waterfront.
- Improved visitor experience.
- Enhanced economic development and tourism opportunities by connecting the waterfront trail to local and regional destinations and nodes.

## APPLICABLE LWRP POLICIES

The following LWRP are applicable to this project:

### Development Policies

Policies 1, 4

### Fish + Wildlife Policies

Policy 9

### Public Access Policies

Policies 19, 20, 21, 22

### Historic + Scenic Resources Policies

Policy 25

### Water + Air Resources Policies

Policies 33, 37

## REGULATORY REQUIREMENTS

The following will be required for project implementation:

- Review and approval by the City of Syracuse
- State Environmental Quality Review (SEQR)
- Approval from CSX
- Approval from NYS Department of Transportation
- Stormwater Permit for Construction Activity
- Coordination with Onondaga County

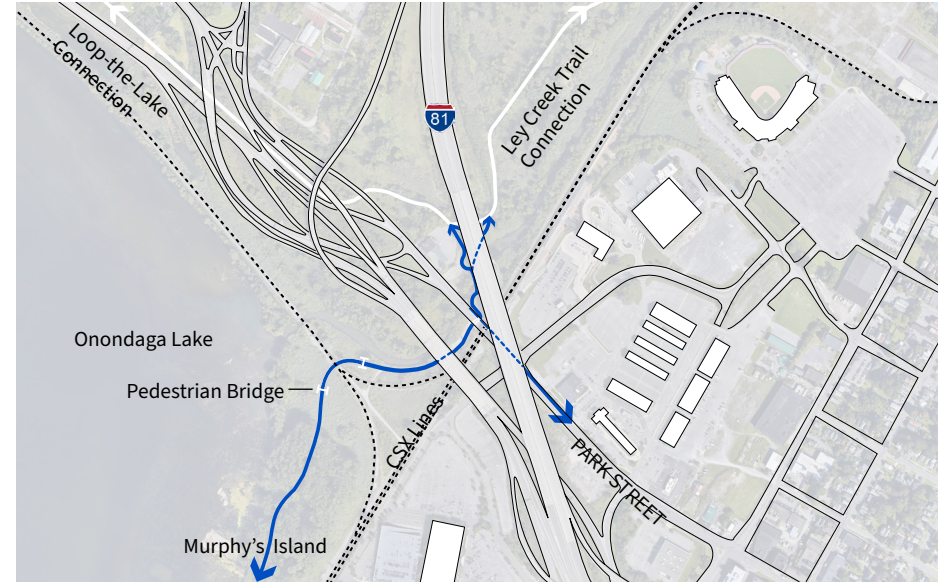
## SECTION IV

# PROJECT #6A LOOP THE LAKE TRAIL

### EXISTING CONDITIONS PLAN



### PROPOSED LOOP CONNECTION



### Loop the Lake Trail / Empire State Trail Bridge



One of the more glaring constraints of the Murphy's Island trail segment are the existing CSX Lines. The vertical gain in elevation to clear the tracks can be accomplished by a bridge. The recent completion of the Loop the Lake Trail / Empire State Trail Bridge overcame limitations of grade, while simultaneously creating a point of interest through form, materiality, and view framing.

## SECTION IV

# PROJECT #6B LOOP THE LAKE PARK STREET TRAIL CONNECTOR

### Project Category:

Parks & Open Space

### Jurisdiction:

City of Syracuse

### Estimated Cost:

\$1.5 - \$2.0 million

### Timeframe:

Mid-term, 3 - 5 years

### Potential Funding Sources:

Local Waterfront Revitalization Program (LWRP)

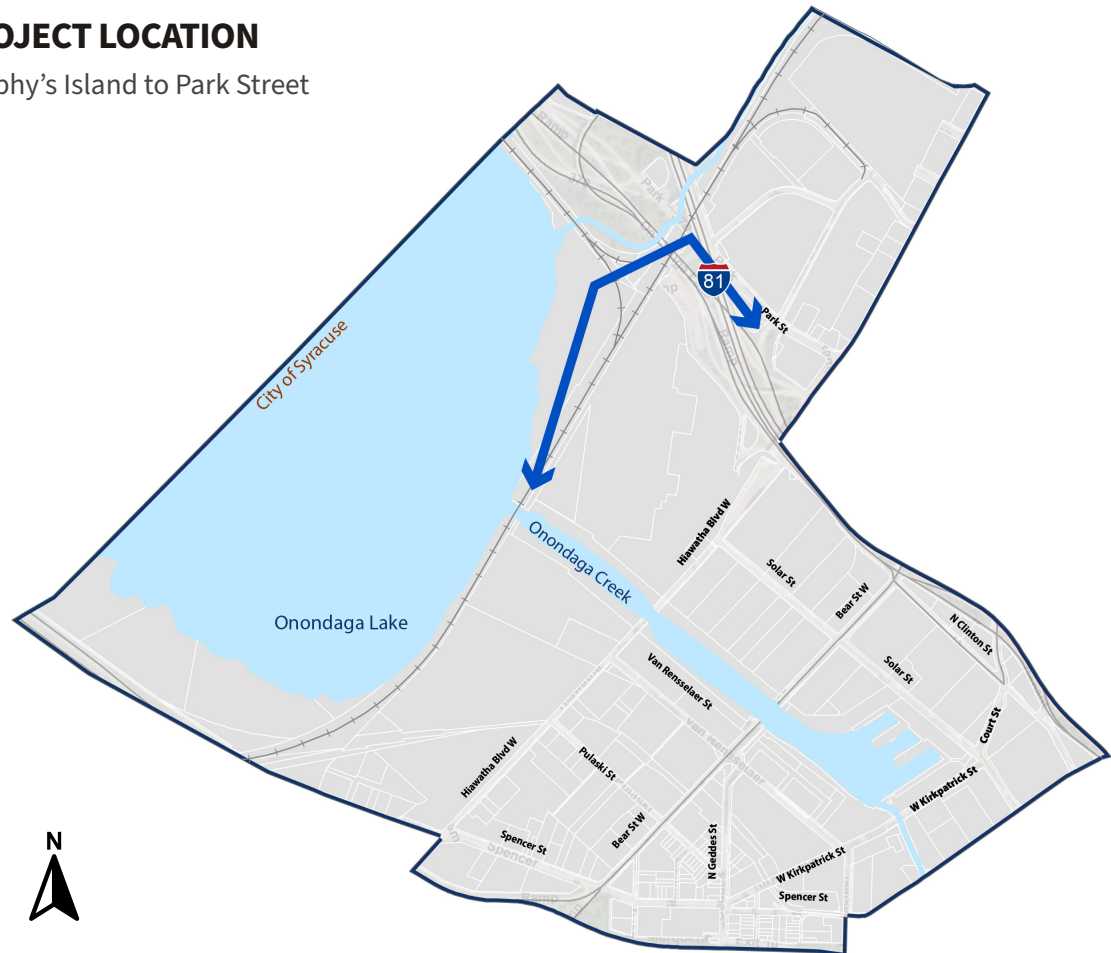
Empire State Development grant funds

Private Investment

Local or County financing

### PROJECT LOCATION

Murphy's Island to Park Street



# PROJECT #6B LOOP THE LAKE PARK STREET TRAIL CONNECTOR

## PROJECT DESCRIPTION

This project proposes to expand on the work proposed in Project 6A by creating a connection between the final segment of the Loop the Lake trail and Park Street. There is an opportunity to repurpose underutilized highway right-of-way to establish a trail connection to the Loop the Lake trail, create a safe connection along Park Street to the Market area, improve an unmaintained paved trail, and establish a connection to an existing trail system in a neighboring town, Bear Trap Creek Trail in the Town of Salina

Proposed improvements include:

- Construction of trail segment to connect the Loop the Lake trail (Project 6A under development) from Murphy’s Island to Park Street;
- Implementation of Park Street road diet, including lane reduction, to accommodate a trail along the eastern side of Park Street and under the CSX rail line bridge to provide safe bicycle and pedestrian access to the market/stadium area;
- Lighting and cameras for safety improvements under the bridge; and

- Establishment of pedestrian crossing for trail to cross from the east side to the west side of Park Street

## BENEFITS

This proposed project is expected to provide the following benefits:

- Improved multi-modal circulation.
- Enhanced public access to the waterfront.
- Improved visitor experience.
- Enhanced economic development and tourism opportunities by connecting the waterfront trail to local and regional destinations and nodes.

## APPLICABLE LWRP POLICIES

The following LWRP are applicable to this project:

### Development Policies

Policies 1, 4

### Fish + Wildlife Policies

Policy 9

### Public Access Policies

Policies 19, 20, 21, 22

### Historic + Scenic Resources Policies

Policy 25

### Water + Air Resources Policies

Policies 33, 37

## REGULATORY REQUIREMENTS

The following will be required for project implementation:

- Review and approval by the City of Syracuse
- State Environmental Quality Review (SEQR)
- Approval from CSX
- Approval from NYS Department of Transportation
- Stormwater Permit for Construction Activity
- Coordination with Onondaga County

# PROJECT #6B LOOP THE LAKE PARK STREET TRAIL CONNECTOR

## PARK STREET - ROAD DIET



## SECTION IV

# PROJECT #7 INNER HARBOR PARKS REDEVELOPMENT

### Project Category:

Parks & Open Space

### Jurisdiction:

City of Syracuse

### Estimated Cost:

Phase I: \$1.5 - \$2.0 million

Phase II: \$4.5 - \$6.0 million

### Timeframe:

Phase I: Short-term (1-3 years)

Phase II: Long-term (5-10 years)

### Potential Funding Sources:

Local Waterfront Revitalization Program (LWRP)

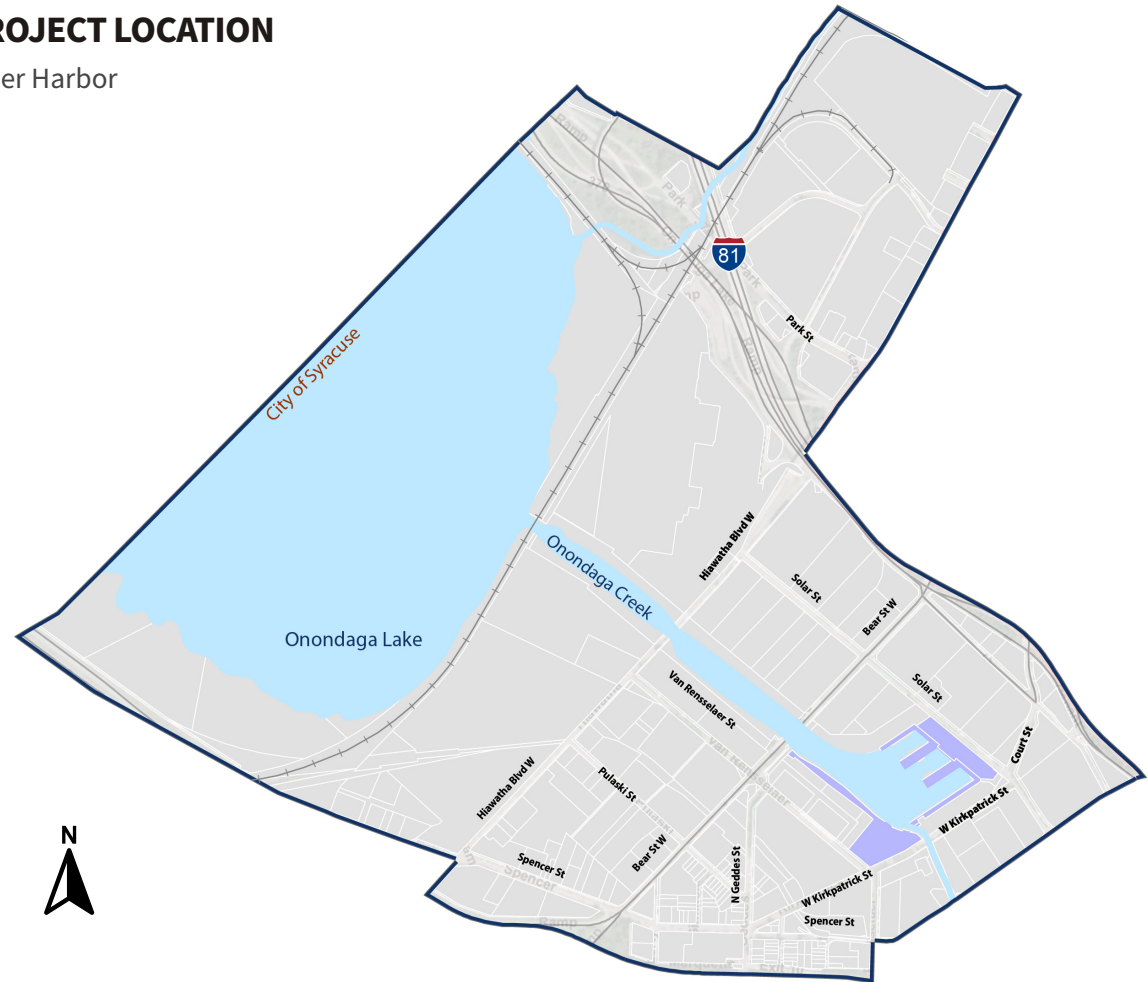
City of Syracuse

Empire State Development grant funds

Private Investment

### PROJECT LOCATION

Inner Harbor



# PROJECT #7

## INNER HARBOR PARKS REDEVELOPMENT

### PROJECT DESCRIPTION

The proposed project is intended to both enhance the public realm and experience within the WRA, as well as complement the Onondaga County Aquarium project and stimulate private investment around the Inner Harbor

Proposed improvements to activate Inner Harbor Park (Phase I) include:

- Landscaping along Van Rensselaer Street and West Kirkpatrick Street; and
- Realignment of the multi-use path through the park;

Proposed improvements to the Inner Harbor Piers (Phase II) include:

- Public access to the piers;
- Relocating the historic warehouse that currently sits adjacent to the site;
- Reuse of the historic warehouse (restrooms, community space, etc.); and
- Active programming and development.

### BENEFITS

This proposed project is expected to provide the following benefits:

- Create a strong waterfront destination that brings users to the WRA.
- Enhance existing and planned investments on surrounding parcels, including the future aquarium.
- Increase opportunities for public access to the City's waterfront resources.
- Stimulate further private investment in the WRA.
- Maximize use of publicly owned waterfront lands for the benefit of community members.

### APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

#### Development Policies

Policies 1, 4, 5

#### Fish + Wildlife Policies

Policy 9

#### Flooding + Erosion Policies

Policies 11, 14

#### General Policy

Policy 18

#### Public Access Policies

Policy 19, 20, 21, 22

#### Historic + Scenic Resources Policies

Policy 23, 25

#### Water + Air Policies

Policies 33, 37, 41, 43

### REGULATORY REQUIREMENTS

The following will be required for project implementation:

- Review and approval by the City of Syracuse
- State Environmental Quality Review (SEQR)
- Stormwater Permit for Construction Activity
- OGS approval for the use of Lands Under Water



PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## PROPOSED ENHANCEMENTS: INNER HARBOR PARK



LEGEND:

- 1 Sculpture Walk
- 2 Off-Street Parking
- 3 Play Space
- 4 Promenade
- 5 Open Lawn
- 6 Direct Water Access
- 7 Gathering Space

## SECTION IV

### PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## EXISTING CONDITIONS: INNER HARBOR PARK



PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

**EXISTING CONDITIONS: INNER HARBOR PARK**



# SECTION IV

## PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

### PROPOSED ENHANCEMENTS: INNER HARBOR PARK



PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## PROPOSED ENHANCEMENTS: INNER HARBOR PARK



## SECTION IV

### PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## PROPOSED ENHANCEMENTS: INNER HARBOR PARK



PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## PROPOSED ENHANCEMENTS: INNER HARBOR PARK



SECTION IV

PROJECT #7

INNER HARBOR PARKS REDEVELOPMENT

PROPOSED ENHANCEMENTS: INNER HARBOR PARK





PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## PROPOSED ENHANCEMENTS: INNER HARBOR PARK

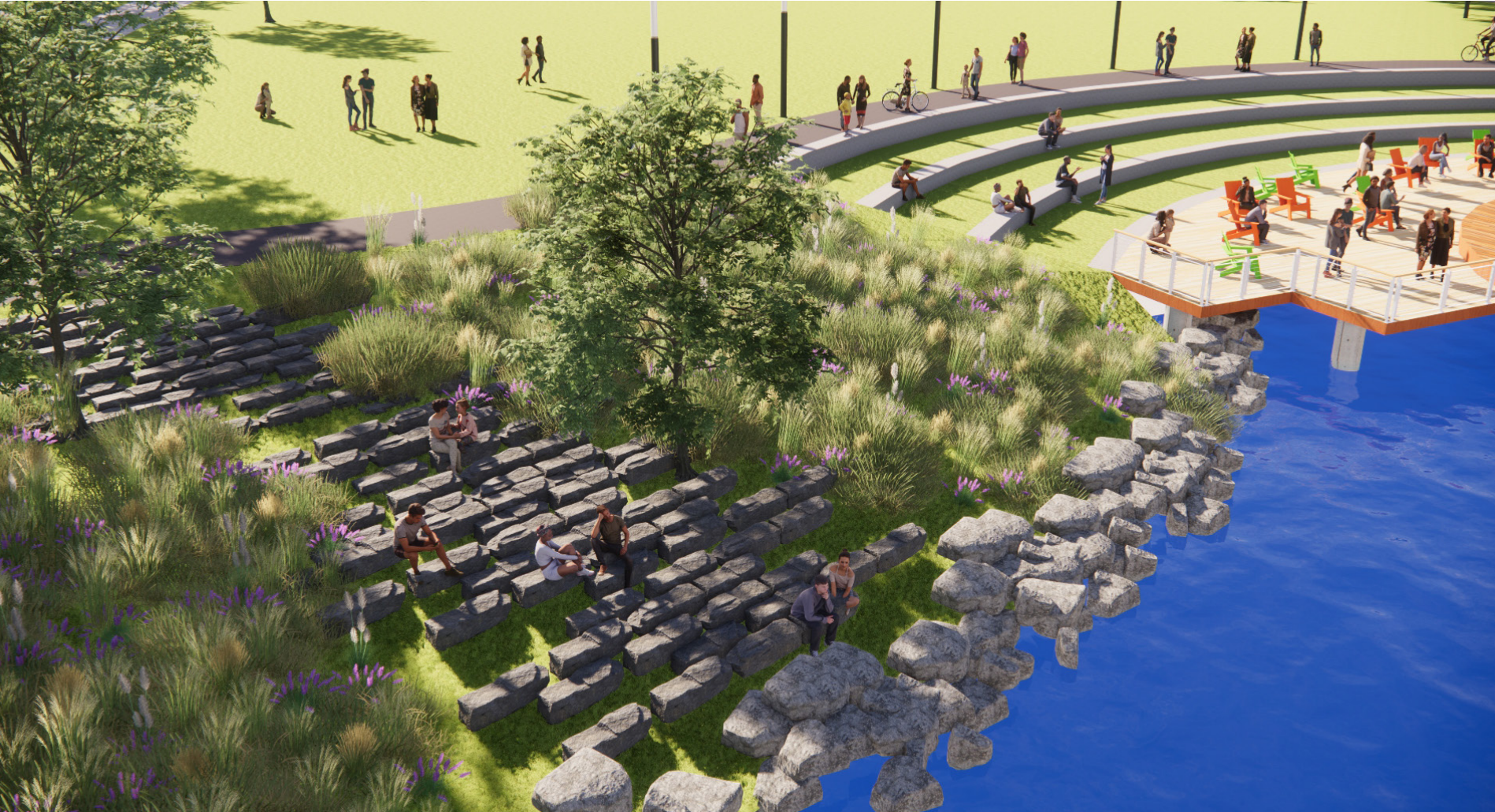


# SECTION IV

## PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

### PROPOSED ENHANCEMENTS: INNER HARBOR PARK



PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

**PROPOSED ENHANCEMENTS: INNER HARBOR PARK**



# SECTION IV

## PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

### PROPOSED ENHANCEMENTS: INNER HARBOR PARK - VIEW FROM INNER HARBOR PIERS



PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## PROPOSED ENHANCEMENTS: INNER HARBOR PARK - VIEW TOWARDS INNER HARBOR PIERS

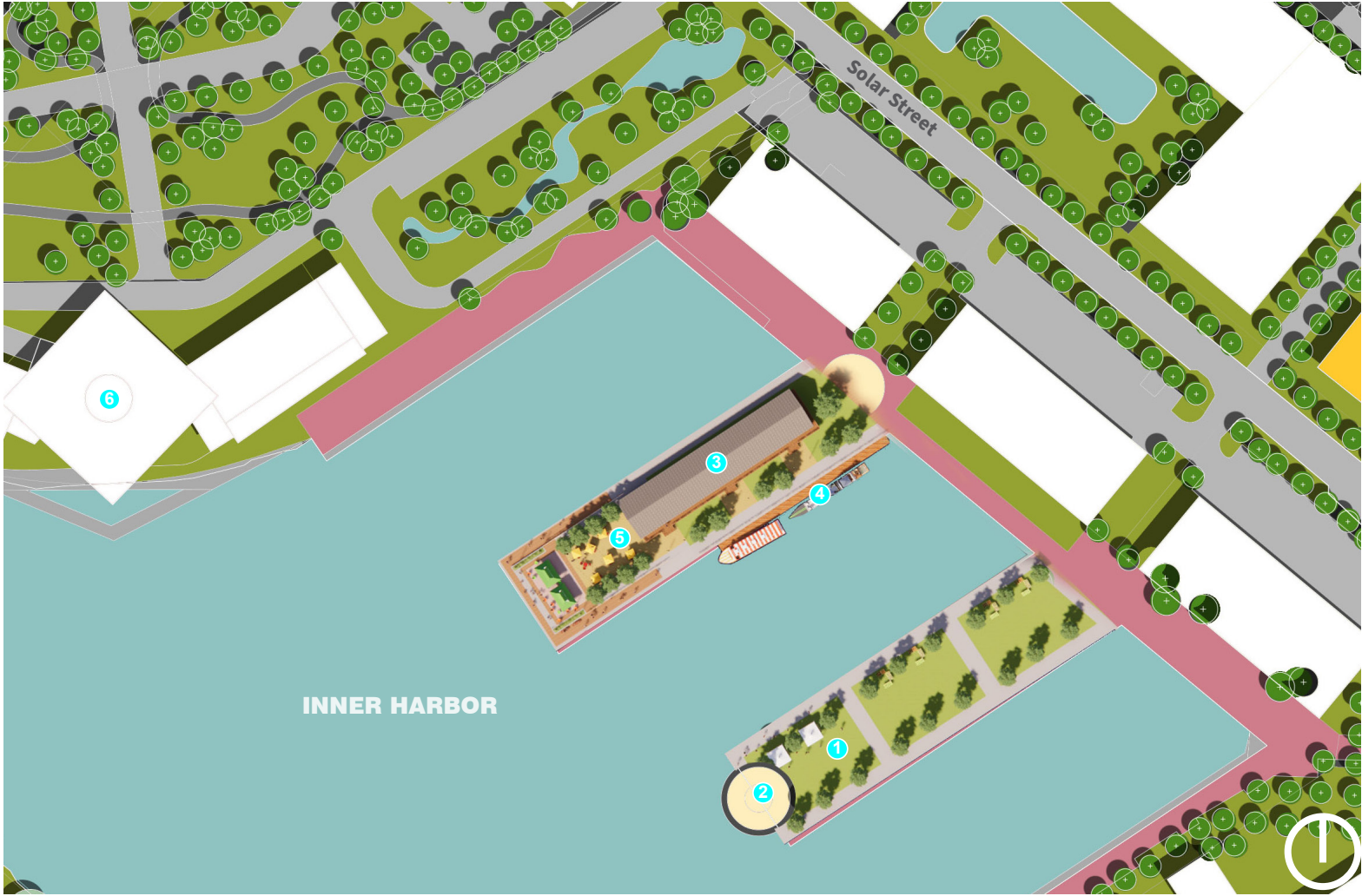


# SECTION IV

## PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

### PROPOSED ENHANCEMENTS: INNER HARBOR PIERS



**LEGEND:**

- 1 Flexible Greenspace
- 2 Eagle Nest Overlook
- 3 Relocated Freighthouse
- 4 Floating Docks
- 5 Programmable Space
- 6 Future Aquarium

PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

**PROPOSED ENHANCEMENTS: EXISTING CONDITIONS**



## SECTION IV

### PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## PROPOSED ENHANCEMENTS: INNER HARBOR PIERS

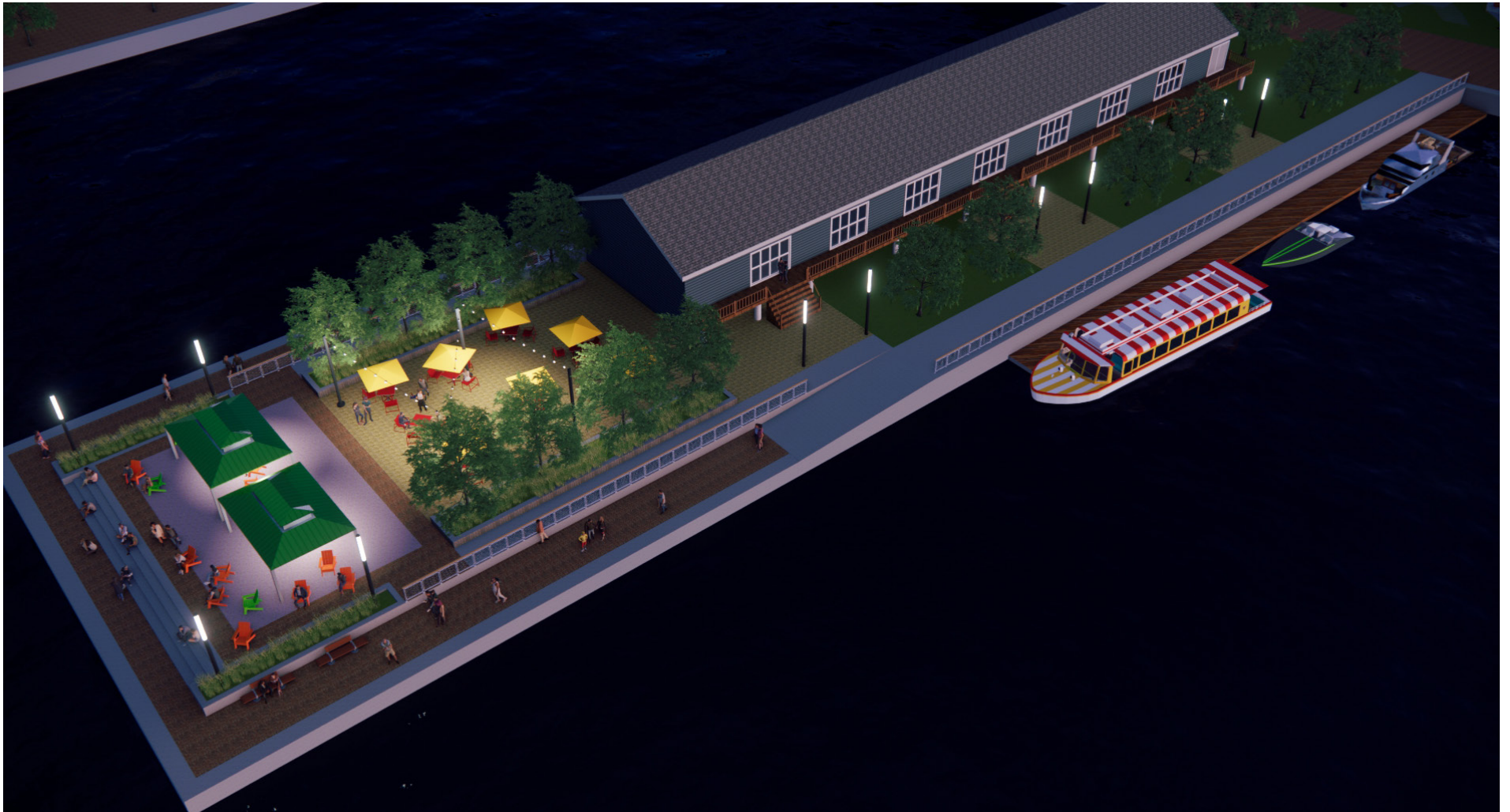




PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## PROPOSED ENHANCEMENTS: INNER HARBOR PIERS



# SECTION IV

## PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

### PROPOSED ENHANCEMENTS: INNER HARBOR PIERS



PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## PROPOSED ENHANCEMENTS: INNER HARBOR PIERS



SECTION IV

PROJECT #7

INNER HARBOR PARKS REDEVELOPMENT

PROPOSED ENHANCEMENTS: INNER HARBOR PIERS



PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

## PROPOSED ENHANCEMENTS: INNER HARBOR PIERS



# SECTION IV

## PROJECT #7

# INNER HARBOR PARKS REDEVELOPMENT

### PROPOSED ENHANCEMENTS: INNER HARBOR PIERS



## SECTION IV

### PROJECT #8

# HIAWATHA BOULEVARD AND W. BEAR STREET STREETScape ENHANCEMENTS

#### Project Category:

Streetscape Improvements

#### Jurisdiction:

City of Syracuse

#### Estimated Cost:

\$20,375,000

#### Timeframe:

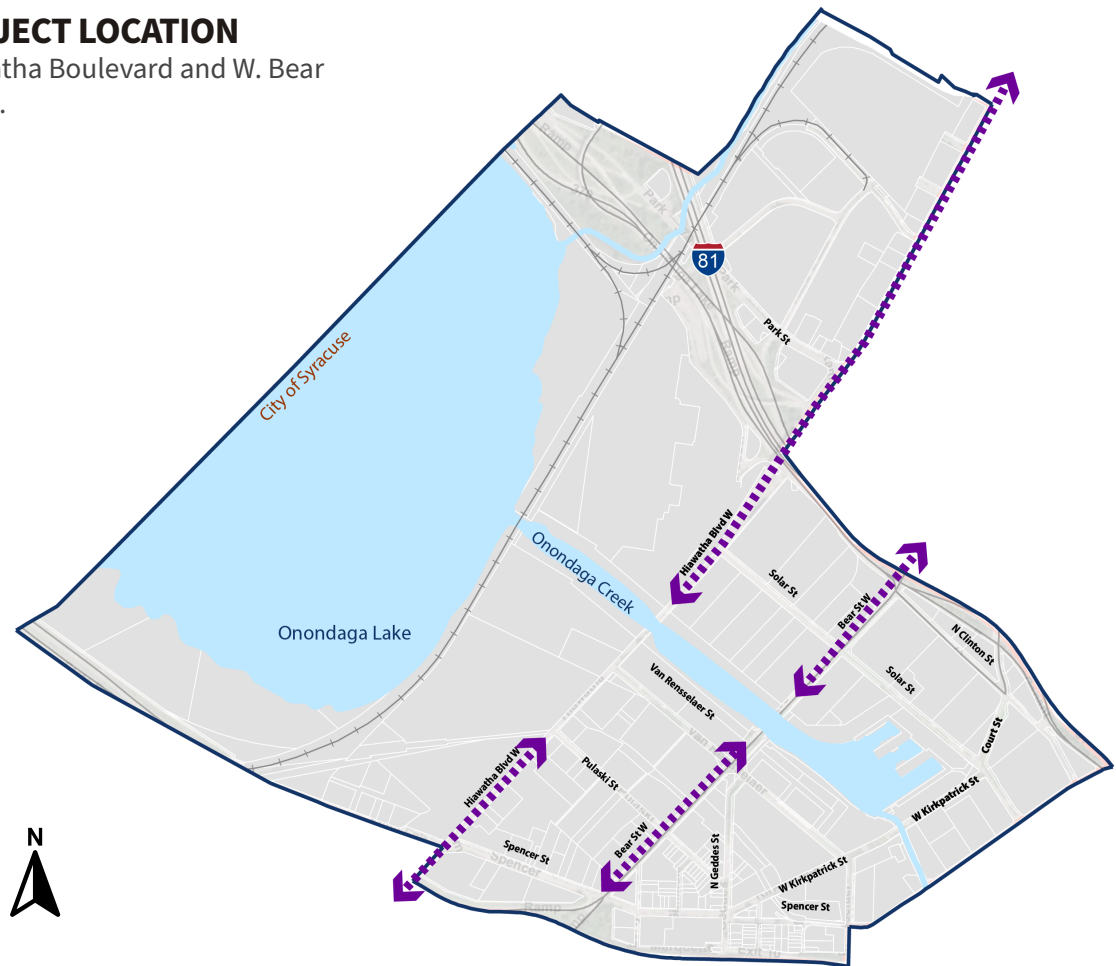
Mid-term, 3 - 5 years

#### Potential Funding Sources:

New York Main Street Grant Program  
Surface Transportation Program (STP)  
Unified Planning Work Program (UPWP)  
Local Waterfront Revitalization Program (LWRP)  
City of Syracuse  
Climate Smart Communities Grant Program

#### PROJECT LOCATION

Hiawatha Boulevard and W. Bear Street.



# PROJECT #8 HIAWATHA BOULEVARD AND W. BEAR STREET STREETSCAPE ENHANCEMENTS

## PROJECT DESCRIPTION

Hiawatha Boulevard and W. Bear Street, within the WRA, carry a heavy amount of traffic and offer limited pedestrian and bicycle facilities. The proposed streetscape enhancements are intended to increase the attractiveness, accessibility and safety of both these roadways for multi-modal use.

Project improvements include:

- Resurfacing and re-striping;
- Sidewalk infill and replacement;
- Addition of bike lanes;
- Addition of crosswalks at intersections and pedestrian crossings throughout corridors;
- Incorporation of on-street parking where feasible; and
- Placemaking enhancements including, but not limited to, public art, lighting, signage, street trees and other amenities.

## BENEFITS

This proposed project is expected to provide the following benefits:

- Enhanced connectivity and walkability to destinations throughout the Syracuse WRA.
- Improved safety for pedestrians and bicyclists on roadways.
- Enhanced sense of place in the Syracuse WRA.
- Increased use of alternative modes of transportation resulting in a reduction of greenhouse gas emissions.
- Green infrastructure to reduce stormwater runoff.

## APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

### Development Policies

Policies 1, 2, 4

### General Policy

Policy 18

### Public Access Policies

Policy 19

### Historic + Scenic Resources Policies

Policy 25

## REGULATORY REQUIREMENTS

The following will be required for project implementation:

- Review and approval by the City of Syracuse
- NYS Department of Transportation Highway Work Permit on State roads
- State Environmental Quality Review (SEQR)
- Stormwater Permit for Construction Activity



## SECTION IV

### PROJECT #8

# HIAWATHA BOULEVARD AND W. BEAR STREET STREETScape ENHANCEMENTS

## EXISTING CONDITIONS



# PROJECT #8 HIAWATHA BOULEVARD AND W. BEAR STREET STREETScape ENHANCEMENTS

## PROPOSED ENHANCEMENTS



## SECTION IV

### PROJECT #8

# HIAWATHA BOULEVARD AND W. BEAR STREET STREETScape ENHANCEMENTS

## PROPOSED ENHANCEMENTS



## SECTION IV

# PROJECT #9 STREETSCAPE ENHANCEMENTS

### Project Category:

Streetscape Improvements

### Jurisdiction:

City of Syracuse

### Estimated Cost:

\$21,200,000

### Timeframe:

Mid-term, 3 - 5 years

### Potential Funding Sources:

New York Main Street Grant Program  
Surface Transportation Program (STP)  
Unified Planning Work Program (UPWP)  
Local Waterfront Revitalization Program (LWRP)  
City of Syracuse  
Climate Smart Communities Grant Program

### PROJECT LOCATION

Van Rensselaer Street, Spencer Street, Carbon Street, N. Geddes Street, Solar Street, N. Clinton Street, N. Salina Street, Park Street, 1st North Street, 2nd North Street, Grant Boulevard.



# PROJECT #9 STREETSCAPE ENHANCEMENTS

## PROJECT DESCRIPTION

These roadways generally lack amenities that create a welcoming and safe public realm environment supportive of multi-modal connectivity and a strong sense of place. Improvements to these roads will establish a more accessible, connected and attractive WRA, creating a strong foundation for arterial investment. The focus of these recommendations fall within the WRA boundary. For enhancements beyond the WRA, the city is encouraged to coordinate with additional entities.

Proposed improvements include:

- Resurfacing and restriping of roadways as needed;
- Sidewalk replacement, as needed, to ensure continuous safe connections;
- Placemaking enhancements such as public art, lighting, signage, street trees and other amenities;
- Multi-modal improvements such as shared and/or dedicated bike lanes;
- Addition of ADA accessible crosswalks at all

intersections along the corridors; and

- On-street parking with meters.

## BENEFITS

The proposed streetscape enhancements are expected to provide the following benefits:

- Enhanced connectivity and walkability to destinations throughout the Syracuse WRA.
- Improved safety for pedestrians and bicyclists on roadways.
- Enhanced sense of place in the Syracuse WRA.
- Increased use of alternatives modes of transportation resulting in a reduction of greenhouse gas emissions.
- Increased beautification of the WRA.

## APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

### Development Policies

Policies 1, 2, 4

### General Policy

Policy 18

### Public Access Policies

Policy 19

### Historic + Scenic Resources Policies

Policy 25

## REGULATORY REQUIREMENTS

The following will be required for project implementation:

- Review and approval by the City of Syracuse
- NYS Department of Transportation Highway Work Permit on State roads
- State Environmental Quality Review (SEQR)
- Stormwater Permit for Construction Activity

## SECTION IV

### PROJECT #9

# STREETSCAPE ENHANCEMENTS

## EXISTING CONDITIONS



# PROJECT #9 STREETSCAPE ENHANCEMENTS

## PROPOSED ENHANCEMENTS



## SECTION IV

# PROJECT #10 ROTH SITE REDEVELOPMENT

### Project Category:

Redevelopment

### Jurisdiction:

The property is owned by the Onondaga County Industrial Development Agency (OCIDA) and may require review and approval by the City of Syracuse.

### Estimated Cost:

Phase 1: \$1,400,000  
Phase 2: \$7,000,000  
Phase 3: \$11,500,000

### Timeframe:

Phase 1A: Short-term (1 – 3 years)  
Phase 1B: Mid-term (3 – 5 years)  
Phase 2: Long-term (5 – 10 years, and beyond)

### Potential Project Funding:

Local Waterfront Revitalization Program  
Onondaga County Industrial Development Agency  
NYS Office of Parks, Recreation and Historic Preservation  
Canalways Grant Program  
Private Investment (Phase 2)

### PROJECT LOCATION

The Roth Site Development project is located at 712 Hiawatha Blvd W. in the WRA.





# PROJECT #10 ROTH SITE REDEVELOPMENT

## PROJECT DESCRIPTION

The Roth Site is a vacant 38-acre property owned by OCIDA. Due to the ongoing environmental remediation on the site, the proposed end uses for the site have been broken into two phases.

Phases 1A and 1B:

- Creation of a small parking lot and trailhead near Hiawatha Boulevard, which fills an immediate need for parking at this point of the Loop the Lake Trail/Empire State Trail); and
- Creation of a trail through the site.

Phase 2

- Retainment of many of the same design elements of Phase 1; and
- Establishment of development sites along Hiawatha Boulevard.

## BENEFITS

This proposed project is expected to provide the following benefits:

- Enhanced connectivity to the Syracuse waterfront, via improved access to the

existing trail system.

- Enhanced access for pedestrians and bicyclists.
- Improved public and recreational amenities.
- Enhanced environmental stewardship and public education.
- Reuse of environmentally constrained site using sustainable design principles.
- Enhanced access between waterfront resources.
- Increased economic development opportunities.
- Enhanced streetscape and gateway into the Syracuse WRA.
- Increased access to natural resources.

## APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

### Development Policies

Policies 1, 5, 6

### General Policy

Policy 18

### Public Access Policies

Policies 19, 22

## REGULATORY REQUIREMENTS

The following will be required for project implementation:

- Review and approval by the City of Syracuse
- Onondaga County
- NYS Department of Environmental Conservation

## SECTION IV

# PROJECT #10 ROTH SITE REDEVELOPMENT

### EXISTING CONDITIONS



# PROJECT #10 ROTH SITE REDEVELOPMENT

## PROPOSED ENHANCEMENTS: TRAILHEAD PARKING LOT



## SECTION IV

### PROJECT #10

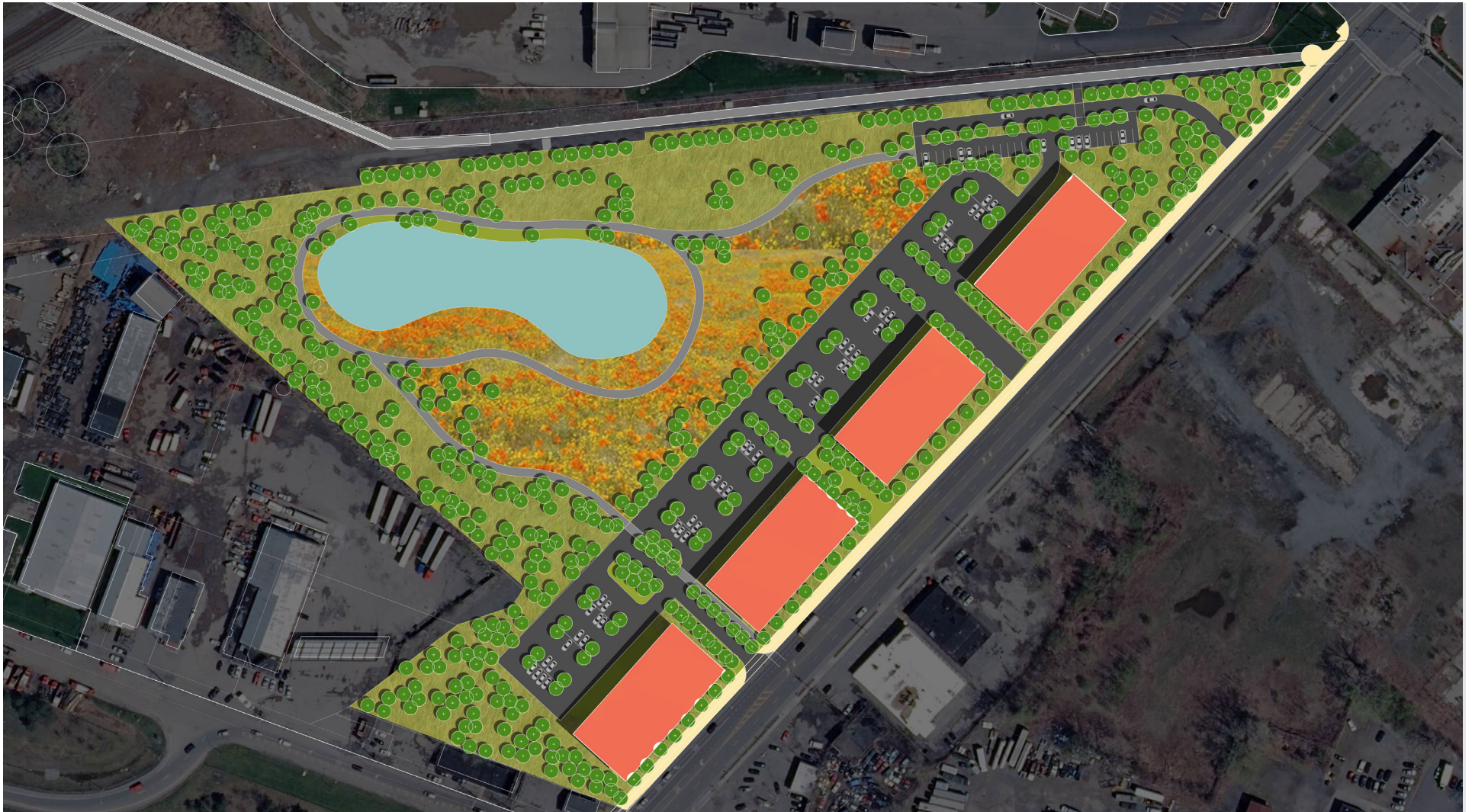
# ROTH SITE REDEVELOPMENT

### PROPOSED ENHANCEMENTS: Phase I



# PROJECT #10 ROTH SITE REDEVELOPMENT

## PROPOSED ENHANCEMENTS: Phase II



## SECTION IV

# PROJECT #11 CREATION OF A MIXED USE ENTERTAINMENT HUB

### Project Category:

Site Enhancements

### Jurisdiction:

City of Syracuse, Onondaga County, CNY Regional Market

### Estimated Cost:

\$6,500,000 (total, excluding private investment)

### Timeframe:

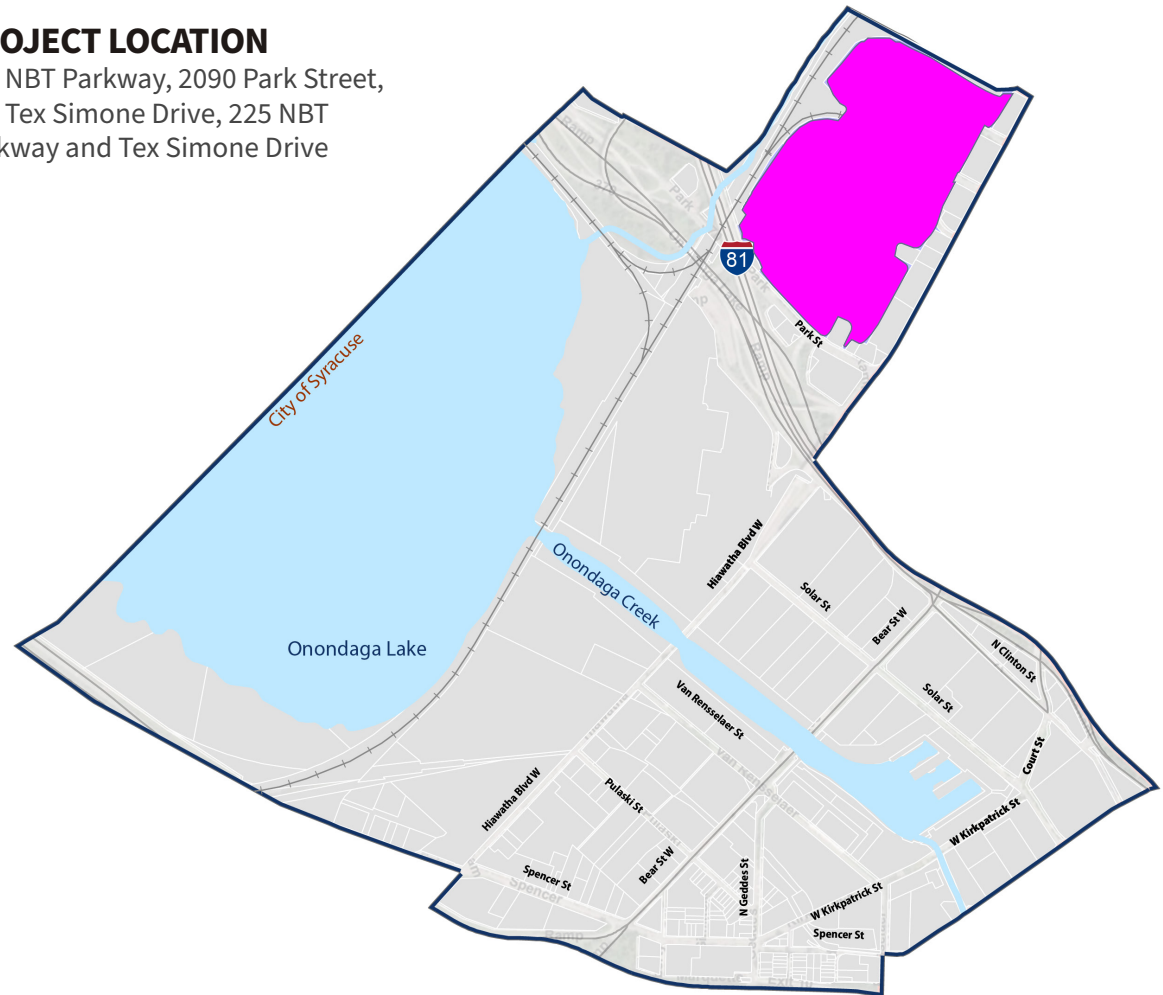
The proposed project is anticipated to occur in gradual, incremental phases over time. Initial improvements should begin in the short-term (1-3 years) with a focus on public realm improvements with the full realization of the vision expected to take up to 10 years.

### Potential Funding Sources:

Local Waterfront Revitalization Program  
City of Syracuse  
Onondaga County  
NYS Office of Parks, Recreation and Historic Preservation  
Private Investment

### PROJECT LOCATION

300 NBT Parkway, 2090 Park Street,  
245 Tex Simone Drive, 225 NBT  
Parkway and Tex Simone Drive



## PROJECT #11

## CREATION OF A MIXED USE ENTERTAINMENT HUB

**PROJECT DESCRIPTION**

The northeast corner of the WRA is home to a cluster of regional destinations – the Regional Transportation Center, the CNY Regional Market and NBT Bank Stadium. The proposed project focuses on unifying these destinations and creating a unique, one-of-a-kind visitor experience that builds upon the diversity of activities that already exist in this district.

Recommended improvements, which would occur incrementally over time, include:

- Creation of a visible, identifiable brand with placemaking improvements;
- Pedestrian amenities such as streetscape improvements and enhanced Ped/Bike facilities between Hiawatha Blvd, CNY Regional Market, NBT Bank Stadium and the Transportation center;
- Branded gateway signage;
- Restaurants, commercial, and educational spaces; and
- A variety of programming opportunities to create a destination on a regular basis, year round.

**BENEFITS**

Project benefits associated with this project may include:

- Enhanced economic development opportunity.
- Enhanced access to healthy food options and programs.
- Enhanced safety and access for pedestrians and bicyclists.
- Improved public and recreational amenities.
- Improved multi-modal connections between stadium/market and the waterfront and surrounding residential neighborhoods.
- Increased access to community education programs.
- Enhanced tourism opportunities
- Enhanced public realm identity.

**APPLICABLE LWRP POLICIES**

The following LWRP are applicable to this project:

**Development Policies**

Policies 1, 5, 6

**General Policy**

Policy 18

**Public Access Policies**

Policies 19, 23

**REGULATORY REQUIREMENTS**

The following will be required for project implementation:

- Review and approval by the City of Syracuse
- Onondaga County
- NYS Department of Transportation

## SECTION IV

### PROJECT #11

# CREATION OF A MIXED USE ENTERTAINMENT HUB

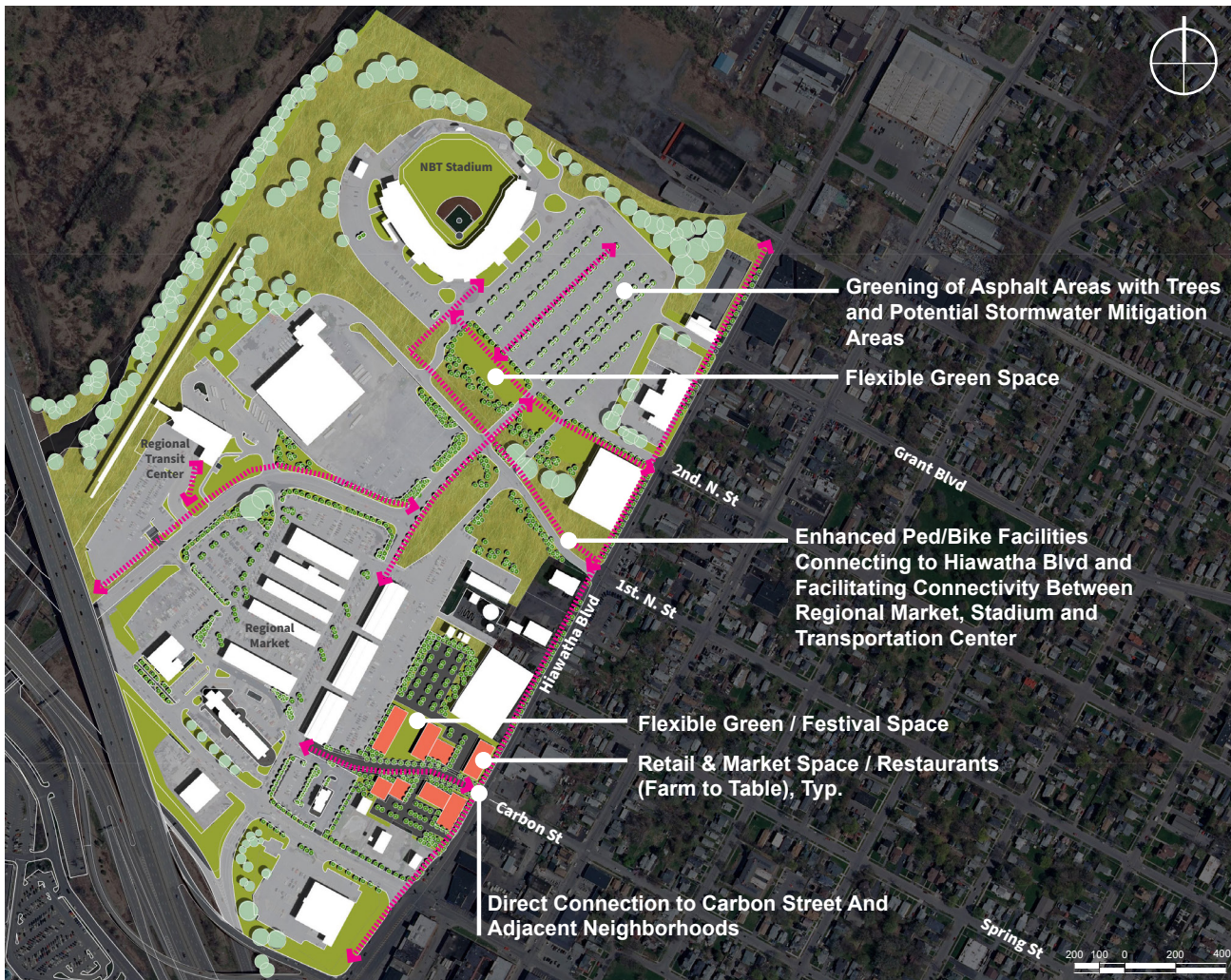
## EXISTING CONDITIONS





# PROJECT #11 CREATION OF A MIXED USE ENTERTAINMENT HUB

## PROPOSED ENHANCEMENTS



## SECTION IV

### PROJECT #11

# CREATION OF A MIXED USE ENTERTAINMENT HUB

## PROPOSED ENHANCEMENTS



# PROJECT #11 CREATION OF A MIXED USE ENTERTAINMENT HUB

## PROPOSED ENHANCEMENTS



## SECTION IV

# PROJECT #12 WATERFRONT BRAND INITIATIVE

### Project Category:

Branding and Marketing

### Jurisdiction:

City of Syracuse

### Estimated Cost:

\$250,000

### Timeframe:

Brand Initiative Development: Short-term, 1 - 3 years

Brand Initiative Implementation: Mid-term/  
ongoing, 3-5 years

### Potential Funding Sources:

Local Waterfront Revitalization Program (LWRP)

City of Syracuse

Local funding sources

Private Investment

### PROJECT LOCATION

The waterfront brand initiative is recommended throughout the Syracuse WRA.



## PROJECT #12

# WATERFRONT BRAND INITIATIVE

### PROJECT DESCRIPTION

This project proposes the development of a brand, including mark and tagline, for the WRA and the identification and implementation of strategies for promoting the WRA, destinations and programs. The purpose of the waterfront brand initiative is to provide a cohesive, identifiable visual identity for the WRA that can be used in future wayfinding signage, incorporated into streetscape and public amenities, utilized in pavement markings and to assist with promotion of waterfront destinations.

### BENEFITS

This proposed project is expected to provide the following benefits:

- Increased visitation to Syracuse WRA destinations and amenities.
- Increased awareness of the WRA.
- Establishment of a sense of place.
- Increased tourism activity and subsequent economic development and investment.
- Cohesive branding throughout the WRA and across promotional materials.
- Strategies for promoting the WRA which can be implemented by the City and its partners.

### APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

#### Development Policies

Policies 1, 4

#### Fish + Wildlife Policies

Policy 9

#### General Policy

Policy 18

#### Public Access Policies

Policies 19, 23

#### Historic + Scenic Resources Policies

Policy 25

### REGULATORY REQUIREMENTS

The City of Syracuse will be responsible for developing and implementing the waterfront brand initiative, in collaboration with project partners. No formal approvals of the brand are required outside of City leadership.

## SECTION IV

### PROJECT #12

# WATERFRONT BRAND INITIATIVE

#### PROPOSED ENHANCEMENTS: REPRESENTATIVE IMAGES



Irvine, CA



Dunkirk, NY



Peterborough, ON

# PROJECT #12 WATERFRONT BRAND INITIATIVE

## CASE STUDY: CANALSIDE (BUFFALO, NY)

Canalside is a 21-acre property located along Buffalo’s waterfront at the site of the old Erie Canal terminus in Downtown Buffalo. Over the past decade the site has been transformed into a year round destination for residents and visitors, offering a variety of programming, retail and restaurants. Canalside is located near other major attractions like KeyBank Center, Buffalo and Erie County Naval & Military Park, and the Outer Harbor.

The Erie Canal Harbor Development Corporation partnered with a marketing firm to develop a waterfront brand and associated website to support and promote Canalside and the Outer Harbor and create a cohesive, identifiable waterfront identity.



### LOGO

#### LOGO GUIDELINES

A brand's logo is one of the most important advertising elements. It's a key focal point on all of our communications. And each time the logo is used, it helps build Canalside's visual identity. That's why it's so important to keep it consistent and professional.

With proper use through a unified look and feel, we build brand recognition with our audience. And through this, we create a location that is viewed as reliable, safe and fun. Our audience will come to know our logo and associate it with activities for everyone.



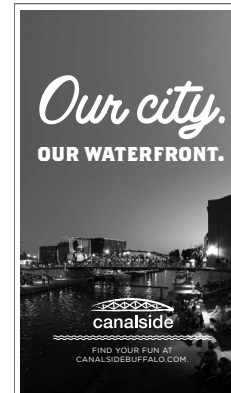
ONE-COLOR



TWO-COLOR

### BRAND MESSAGING

#### PRINT



BLACK AND WHITE



ARTVOICE PRINT



## SECTION IV

# PROJECT #13 TOURISM CAMPAIGN AND STRATEGY

### Project Category:

Branding and Marketing

### Jurisdiction:

City of Syracuse

### Estimated Cost:

\$500,000

### Timeframe:

Strategy Development: Short-term, 1 - 3 years

Implementation of Strategy: On-going

### Potential Funding Sources:

Local Waterfront Revitalization Program (LWRP)

City of Syracuse

Other local funding sources

### PROJECT LOCATION

The tourism and campaign strategy will benefit the entirety of the WRA.





## PROJECT #13

# TOURISM CAMPAIGN AND STRATEGY

### PROJECT DESCRIPTION

The tourism campaign and strategy project will work in tandem with the marketing brand initiative effort to create a holistic approach to promoting WRA destinations, events and recreational amenities, both locally and regionally. Elements of the strategy include the identification of a comprehensive approach to creating collateral – both digital and hard copy – to support increased visitation and to highlight destinations, programming and special events. Collateral may include brochures, social media campaigns and web-based materials, including video productions.

### BENEFITS

This proposed project is expected to provide the following benefits:

- Increased recreational access to Syracuse WRA destinations and amenities.
- Increased awareness of WRA assets.
- Increased visitor spending.
- Enhanced walkability and connectivity in the WRA.
- Promotes economic development.

### APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

#### Development Policies

Policies 1, 4

#### Fish + Wildlife Policies

Policy 9

#### General Policy

Policy 18

#### Public Access Policies

Policies 19, 23

#### Historic + Scenic Resources Policies

Policy 25

### REGULATORY REQUIREMENTS

While the tourism campaign and strategy will not require any formal regulatory approval, the project requires collaboration between the City of Syracuse and the regional Tourism Promotion Agency to develop and implement the strategy.

## SECTION IV

# PROJECT #13 TOURISM CAMPAIGN AND STRATEGY

### CASE STUDY: WEST LOUISVILLE FOODPORT (LOUISVILLE, KY)

The West Louisville FoodPort was a concept developed to create a 24-acre hub that would consolidate facilities for the growing, selling and distribution of food for local farmers in Louisville and consumers. The proposed project is envisioned to revitalize a former tobacco plant in a historically under-invested neighborhood into an active community hub that would draw neighbors and visitors from throughout the region. The FoodPort offered a unique concept: giving consumers the opportunity to experience the production, supply and distribution of the food chain while offering space for community gathering, education and events.

Development of the West Louisville Food Port included detailed design concepts, maps, wayfinding and placemaking elements with cohesive branding to draw community members to the area. The project is still in the conceptual phase.



## SECTION IV

# PROJECT #14 SIGNAGE AND WAYFINDING PLAN

### Project Category:

Streetscape Improvements

### Jurisdiction:

City of Syracuse

### Estimated Cost:

\$200,000

### Timeframe:

Short-term, 1 - 3 years

### Funding:

Local Waterfront Revitalization Program (LWRP)

New York State Transportation

Alternatives Program (TAP)

Unified Planning Work Program (UPWP)

### PROJECT LOCATION

The signage and wayfinding plan is recommended throughout the Syracuse WRA.



## PROJECT #14

# SIGNAGE AND WAYFINDING PLAN

### PROJECT DESCRIPTION

This project proposes the installation of a comprehensive signage and wayfinding system throughout the Syracuse WRA to assist with user navigation and create an identifiable destination along Syracuse's waterfront.

The following wayfinding and signage improvements are recommended:

- New and improved signage and wayfinding throughout the WRA;
- Historic and natural environment interpretive signage;
- Sign design options; and
- Development of a signage and wayfinding plan.

### BENEFITS

This proposed project is expected to provide the following benefits:

- Increased recreational access to Syracuse WRA destinations and amenities;
- Enhanced walkability and connectivity;
- Improved pedestrian and bicycle safety;
- Enhanced public access to recreational destinations and the waterfront;
- Improved character and aesthetics;
- Strengthened sense of place;

### APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

#### Development Policies

Policies 1, 4

#### Fish + Wildlife Policies

Policy 9

#### General Policy

Policy 18

#### Public Access Policies

Policies 19, 23

#### Historic + Scenic Resources Policies

Policy 25

### REGULATORY REQUIREMENTS

The following will be required for project implementation:

- Approvals from the City of Syracuse
- NYS Department of Transportation (state owned land)

## SECTION IV

# PROJECT #14 SIGNAGE AND WAYFINDING PLAN

### CASE STUDY: GREAT PARKS NEIGHBORHOOD (IRVINE, CA)

The Great Park in Irvine, CA is residential neighborhood with a series of eight parks connected through miles of walking and biking trails. The community worked with a design firm to create vibrant placemaking elements with art murals, colorful wayfinding signage and public art. The wayfinding and signage for each park is distinctive and unique as the park.



Beacon Park



## SECTION IV

# PROJECT #15 ENHANCEMENTS TO ONONDAGA LAKE PARK

### Project Category:

Parks & Open Space

### Jurisdiction:

The property is owned by Onondaga County but requires site plan approval from the City of Syracuse.

### Estimated Cost:

\$1.0 - \$5.0 million

### Timeframe:

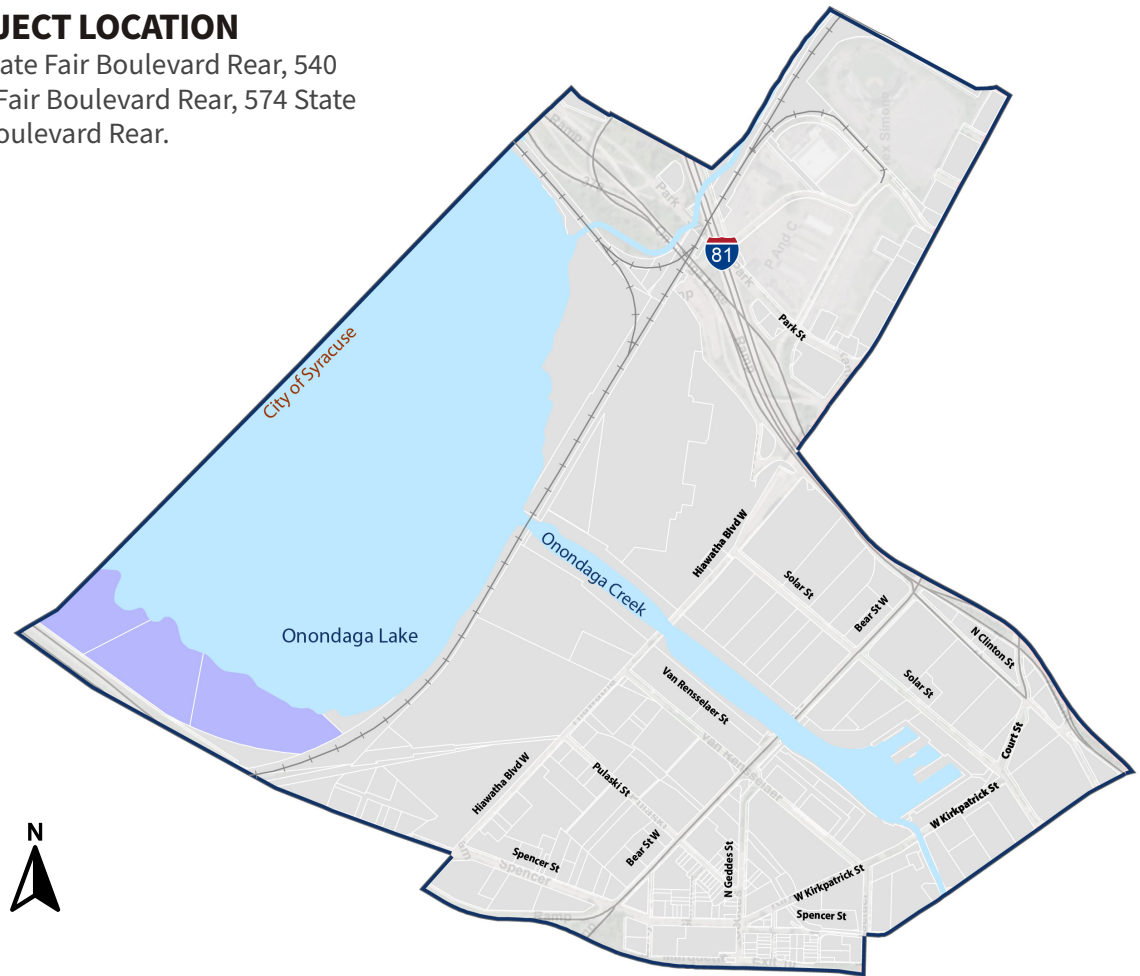
Due to the limited nature of modifications desired on this parcel, this project can reasonably be achieved in the next 1-3 years (short-term)

### Potential Funding Sources:

Local Waterfront Revitalization Program  
Onondaga County  
NYS Office of Parks, Recreation and Historic Preservation  
Canalways Grant Program

### PROJECT LOCATION

516 State Fair Boulevard Rear, 540  
State Fair Boulevard Rear, 574 State  
Fair Boulevard Rear.



## PROJECT #15

# ENHANCEMENTS TO ONONDAGA LAKE PARK

### PROJECT DESCRIPTION

Onondaga County acquired a 79-acre property at the southwest corner of Onondaga Lake. This property includes the Loop the Lake Trail and significant shoreline wetland restoration as well as mature trees and scenic views of the lake. The property is constrained by limited vehicular access, monitoring wells and easements, and significant infrastructure. The site's greatest traits – its natural features and unparalleled views of the lake and its wildlife – are at the center of its future park development along the lake, a new addition to Onondaga Lake Park on the eastern side and potential for more active uses on the western side of the property along Interstate 690.

The proposed project includes:

- Maintenance of the restored lakeshore;
- Walking paths on the site;
- Trail amenities such as benches and trash receptacles; and
- Wayfinding and interpretive signage.

### BENEFITS

Project benefits associated with this project may include

- Enhanced access to Onondaga Lake lakefront.
- Improved public and recreational amenities.
- Improved multi-modal connections within the WRA.
- Increased access to interpretive and educational materials.
- Enhanced tourism opportunities.
- Increased access to natural habitats and wildlife.

### APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

#### Development Policies

Policies 1, 6

#### Fish + Wildlife Policies

Policy 9

#### Flooding and Erosion Hazards Policies

Policy 11

#### General Policy

Policy 18

#### Public Access Policies

Policies 19, 20

#### Recreation Policies

Policy 21

### REGULATORY REQUIREMENTS

The following will be required for project implementation:

- Onondaga County
- Compliances with the State Environmental Quality Review (SEQR)

## SECTION IV

### PROJECT #15

# ENHANCEMENTS TO ONONDAGA LAKE PARK

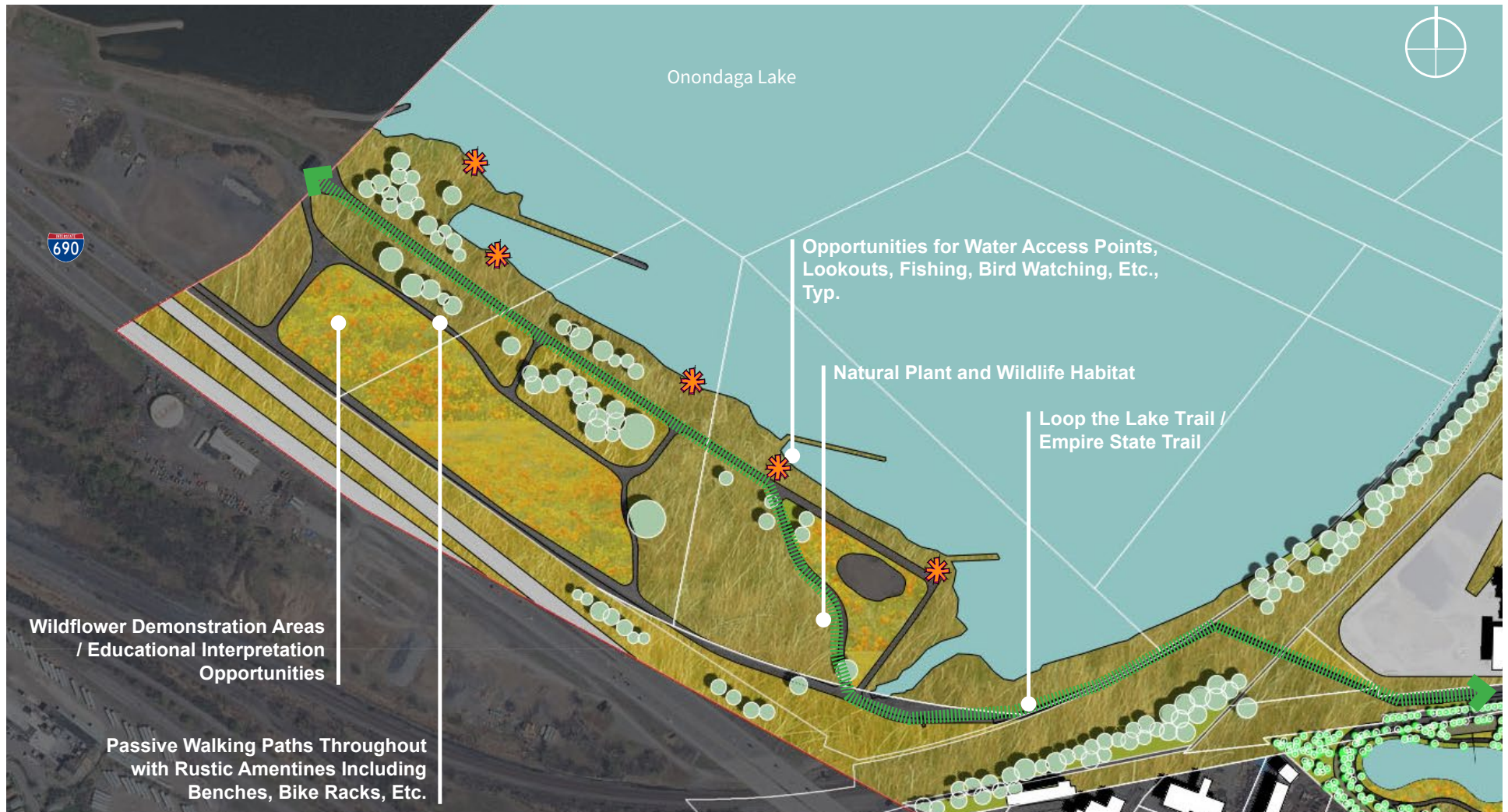
## EXISTING CONDITIONS





# PROJECT #15 ENHANCEMENTS TO ONONDAGA LAKE PARK

## PROPOSED ENHANCEMENTS

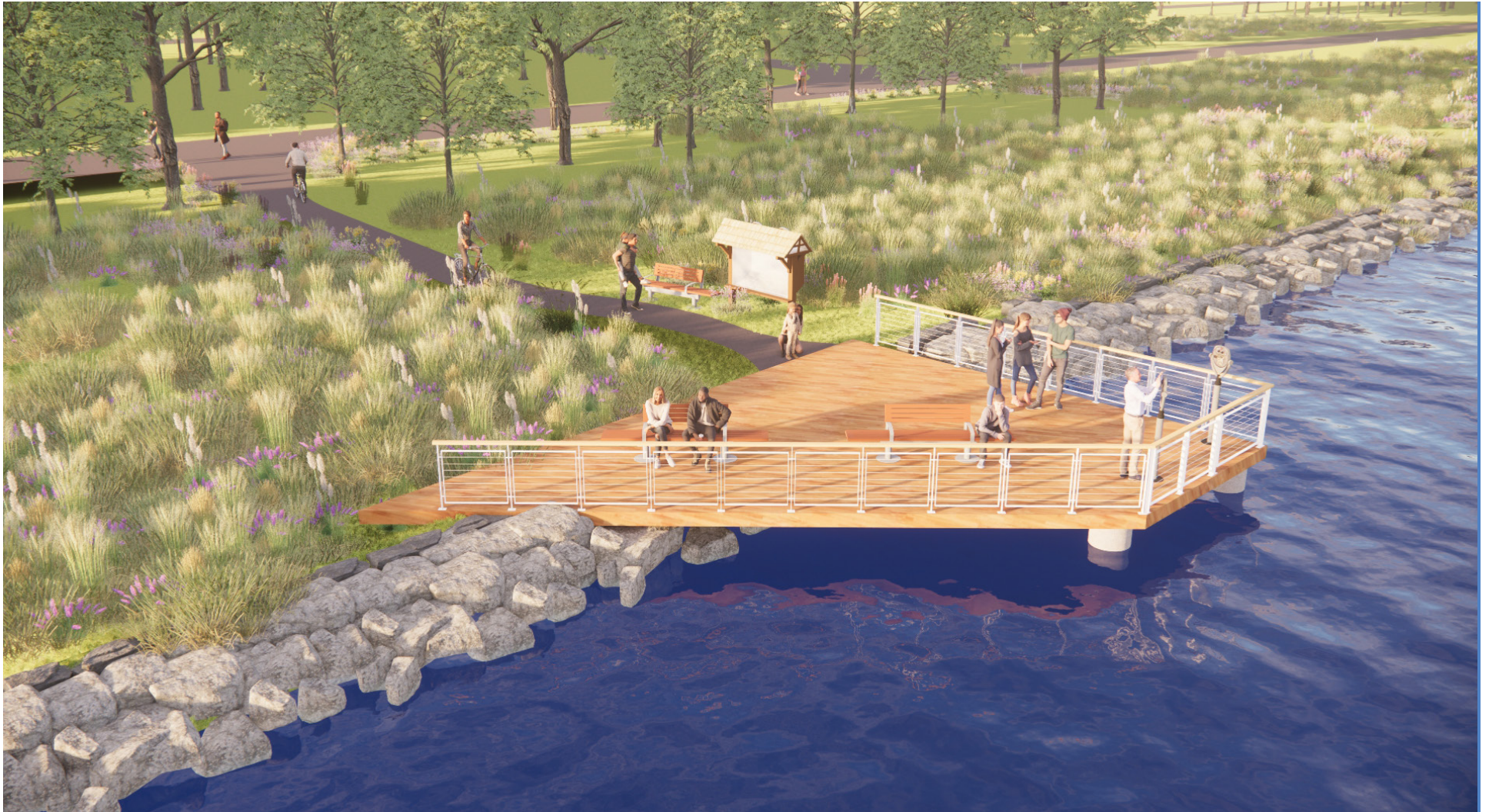


## SECTION IV

### PROJECT #15

# ENHANCEMENTS TO ONONDAGA LAKE PARK

## PROPOSED ENHANCEMENTS



# PROJECT #15 ENHANCEMENTS TO ONONDAGA LAKE PARK

## PROPOSED ENHANCEMENTS



## SECTION IV

# PROJECT #16 INNER HARBOR PARKING STUDY

### Project Category:

Site Enhancements

### Jurisdiction:

This project focuses on the Inner Harbor area.

### Estimated Cost:

\$65,000

### Timeframe:

This project can commence immediately once funding is secured.

### Potential Funding Sources:

Local Waterfront Revitalization Program

Onondaga County

Syracuse Metropolitan Transportation Council

USDOT

### PROJECT LOCATION

The parking study will assess parking availability and strategies throughout the WRA.



# PROJECT #16 INNER HARBOR PARKING STUDY

## PROJECT DESCRIPTION

The implementation of ReZone, the City’s newly updated zoning code, allows for significant density within the WRA. Between the proposed projects, the future Aquarium, trails, NBT Stadium, and other private investments, the Inner Harbor area will soon have competing uses for parking.

While parking at Inner Harbor is not an issue today, demand for recreational assets and access to the water and other amenities will increase as proposed projects are implemented. The proposed parking study project will achieve the following:

- Inventory existing on street and off-street parking facilities and spaces within the Inner Harbor area;
- Provide an analysis of current parking utilization and conditions;
- Project future parking demand based on proposed future uses and population growth; and
- Provide recommendations and strategies for future parking management, including the location and size of future surface and garage parking facilities.

## BENEFITS

Project benefits associated with this project may include

- Improved accessible parking throughout Inner Harbor.
- Enhanced access to Onondaga Lake lakefront by ensuring ease of access.
- Improved public and recreational amenities and access.
- Improved access to Inner Harbor for tourism and residents.
- Increased access to natural habitats and wildlife.
- Opportunities to accommodate new and existing events that draw visitors and residents from the larger region.

## APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

### Development Policies

Policies 1, 4, 6

### Flooding and Erosion Hazards Policies

Policy 11

### General Policy

Policy 18

### Public Access Policies

Policies 19, 20

### Recreation Policies

Policy 21

## REGULATORY REQUIREMENTS

The following entities will be required to participate in this project:

- City of Syracuse
- Onondaga County
- Other land owners

## SECTION IV

# PROJECT #17 WATER QUALITY STUDY

### Project Category:

Water Resources

### Jurisdiction:

New York State and the City of Syracuse have jurisdiction over portions of Onondaga Lake, the Inner Harbor and Onondaga Creek.

### Estimated Cost:

\$100,00

### Timeframe:

This project can commence upon identification of funding.

### Potential Funding Sources:

Local Waterfront Revitalization Program  
Onondaga County  
Canalways Grant Program

### PROJECT LOCATION

Onondaga Lake, Inner Harbor and Onondaga Creek.



# PROJECT #17 WATER QUALITY STUDY

## PROJECT DESCRIPTION

Onondaga Creek, a major tributary of Onondaga Lake, spans from Vesper, running north and feeding into Onondaga Lake. The creek has a high level of turbidity in the Inner Harbor area. Water quality issues have been a persistent issue along the Creek for decades. Mudboils discharge a combination of water, dissolved minerals, and liquefied sediment south of the City of Syracuse, causing high turbidity and other water quality issues.

The proposed project will address turbidity and sediment impacts in the Inner Harbor and Onondaga Lake by providing an in-depth examination of Onondaga Lake and Creek’s physical and biological characteristics. The study will provide recommendations for reducing turbidity and increasing water quality in the Inner Harbor to increase recreational opportunities such as fishing and boating, and overall visitor and resident experience of the waterfront within the WRA.

## BENEFITS

Project benefits associated with this project may

include:

- Enhanced access and use of the Onondaga Lake lakefront.
- Improved water quality in Inner Harbor and Onondaga Creek, increasing public use and enjoyment.
- Enhanced tourism opportunities.
- Enhanced visitor experience.
- Increased access to natural habitats and wildlife.

## APPLICABLE LWRP POLICIES

The following LWRP policies are applicable to this project:

### Development Policies

Policies 1, 2, 4

### Fish and Wildlife Policies

Policies 8, 9

### Flooding and Erosion Hazards Policies

Policy 12

### General Policy

Policy 18

### Public Access Policies

Policies 19

### Recreation Policies

Policy 21

### Historic + Scenic Resources

Policy 23, 25

### Wetlands Policy

Policy 44


## REGULATORY REQUIREMENTS

The study will comply with regulations as required by:

- City of Syracuse
- Onondaga County
- NYSDEC

## SECTION V

# TECHNIQUES FOR LOCAL IMPLEMENTATION



**Section V of the LWRP details local land use controls and regulations that support the implementation of identified LWRP policies, the local management structure to implement the LWRP, and other resources and actions that will facilitate implementation of the LWRP.**

View of the Inner Harbor Amphitheater



# WHAT IS IN THIS SECTION?



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## SECTION V

# LOCAL LAWS AND REGULATIONS NECESSARY TO IMPLEMENT THE LWRP

The following local laws and regulations are necessary to successfully implement the LWRP Policies outlined in previous sections of the LWRP.

LWRP Coastal Policy	Category	Implementing Legislation
1-6	Development	Property Conservation Code of the City of Syracuse (Chapter 27 of Revised General Ordinances) Gen. Ord. No. 30-1993, 6-28-93, Zoning, Subdivision Regulations, Lead Ordinance (Chapter 54); Green Building Ordinance, Historic Preservation; Floodplain Protection (Local Law No. 5)
7-10	Fish and Wildlife	Stormwater Management and Erosion & Sediment Control (General Ordinance No. 53-2007), Floodplain Protection (Local Law No. 5), Sewer Use (Onondaga County Local Law No. 1, 2011)
11-17	Flooding and Erosion	Stormwater Management and Erosion & Sediment Control (General Ordinance No. 53-2007), Floodplain Protection (Local Law No. 5), Sewer Use (Onondaga County Local Law No. 1, 2011)
18	General Policy	Property Conservation Code of the City of Syracuse (Chapter 27 of Revised General Ordinances), Zoning, Lead Ordinance (Chapter 54); Green Building Ordinance
19-20	Public Access	Zoning, Public Art; Green Building Ordinance; Floodplain Protection (Local Law No. 5)
21-22	Recreation	Zoning, Subdivision Regulations, Public Art; Floodplain Protection (Local Law No. 5)
23-25	Historic Resource & Visual Quality	Property Conservation Code of the City of Syracuse (Chapter 27 of Revised General Ordinances), Zoning, Lead Ordinance (Chapter 54), Public Art
26	Agricultural Lands	Stormwater Management and Erosion & Sediment Control (General Ordinance No. 53-2007), Floodplain Protection (Local Law No. 5)
27-29	Energy & Ice Management	Streets and Sidewalks, Zoning
30-44	Water & Air Resources	Stormwater Management and Erosion & Sediment Control (General Ordinance No. 53-2007), Floodplain Protection (Local Law No. 5), Lead Ordinance (Chapter 54)
All	N/A	State Environmental Quality Review Act (SEQRA)

## SECTION V

# LOCAL LAWS AND REGULATIONS NECESSARY TO IMPLEMENT THE LWRP

### ZONING (ARTICLE V, CHAPTER 13)

*ReZone Syracuse: A Citywide Zoning Update*

The ReZone Syracuse: A Citywide Zoning Update (effective July 2023) is applicable throughout the WRA. The ordinance was adopted pursuant to Article V, Chapter 13 of “The Charter of the City of Syracuse – 1960,” adopted by Local Law #13 of 1060. The zoning code acts as a guide for facilitating appropriate and responsible use of property, and regulates the location, height, and size of buildings to create compatibility with neighboring land uses; regulates site layout and design; protects and promotes economic development and stability of land uses, and identifies enforcement procedures of the ordinance. The Deputy Commissioner of Code Enforcement and Zoning Administration is responsible for enforcing the code and issuing applicable penalties.

The City has 13 zoning districts, 6 of which are found in the WRA. The City’s zoning map can be found in Section II of the LWRP. Zoning districts within the Syracuse WRA allow for a range of uses to support local residents and attract visitors. The regulations as outlined in the ReZone Syracuse ordinance are flexible and provide clear expectations for future development

and redevelopment opportunities. No zoning amendments are needed to allow for the local adoption and approval of the LWRP.

Descriptions of each zoning district are available in Article 2 (2.1-2.19) of the ordinance with summaries of each provided herein. A copy of the full zoning ordinance and map can be found on the City of Syracuse’s website: <https://www.syr.gov/Departments/Zoning-Administration>.

### Neighborhood Center (MX-2) – Article 2.8

This district is in a small portion of the southern area of the WRA at the intersection of Spencer Street, North Geddes Street, and West Kirkpatrick Street. The MX-2 district provides for a pedestrian-friendly, transit-supportive mix of medium to higher-density residential uses and nonresidential uses that offer goods and services to surrounding neighborhoods. Preserving the character of existing streetscapes in these areas is encouraged, with new small-scale nonresidential buildings maintained or introduced. Buildings must be between two- and four-stories (or up to five stories on larger lots) in height, and must

Zoning Districts	# of parcels	% of total area (acres)
LI (Light Industry + Employment)	48	36.0% (364.1)
OS (Open Space)	19	33.9% (342.9)
MX-4 (Urban Core)	71	17.9% (181.2)
CM (Commercial)	44	6.1% (62.1)
MX-3 (Mixed-Use Transition)	46	5.0% (50.3)
MX-2 (Neighborhood Center)	66	1.1% (11.6)

front the primary street.

### Mixed-Use Transition (MX-3) – Article 2.9

This district provides transit-supportive and pedestrian-friendly areas of high-density mixed-uses, such as offices, residential, and supporting commercial uses. Development is required to be a walkable scale compatible with neighboring residential areas. This district supports a higher density mix of uses near existing activity centers that encourages walkability. Buildings must be between two- and six-stories in height. A range

## SECTION V

# LOCAL LAWS AND REGULATIONS NECESSARY TO IMPLEMENT THE LWRP

of residential housing types and live-work units is allowed. This district is located along W. Bear Street from Spencer Street to Van Rensselaer Street, the west side of Van Rensselaer Street from Hiawatha Boulevard to W. Bear Street, Hiawatha Boulevard from approximately Lodi Street to Second North Street, and along North Clinton Street.

### **Urban Core (MX-4) – Article 2.10**

This district is intended to provide for pedestrian- and transit-friendly development in a high-density area. This district is intended to be located at larger nodes and along primary corridors and encourages active streetscapes and larger-scale commercial and retail uses. The district prioritizes development that provides for the needs of neighbors and residents of the city as a whole. Buildings must be between three- and eight-stories in height, with no minimum setbacks. This district encompasses the land surrounding the Inner Harbor on the southeastern side of the WRA, where the future Aquarium will be located, and a portion of Parks Street.

### **Commercial District (CM) – Article 2.12**

This district is characterized by commercial uses that attract consumers from a wider region outside of the WRA and City of Syracuse. This district is designed to encourage continued use of space for commercial and service uses. This district is primarily located on the western side of the WRA along State Fair Boulevard and Spencer Street to approximately Pulaski Street, as well as three small parcels to the southwest of Park Street and a small group of parcels at the eastern end of Hiawatha Boulevard. Specific building setbacks and dimensions are somewhat flexible in this district. Existing uses in this district within the WRA include the Syracuse City Ballet, self storage, used auto shops, gas stations, tattoo shops, autobody shops, and equipment rentals.

### **Light Industrial & Employment (LI) – Section 2.13**

This district is generally located in the WRA north of Hiawatha Boulevard from I-690 to Fourth North Street, as well as south of Hiawatha Boulevard from Onondaga Creek to Interstate-81, and makes up the majority of the area in the LWRP (36%). The purpose of this district is to permit a range of uses, including commercial, office, retail and

entertainment uses that allow for employment opportunities. Multi-unit residential uses are also allowed. Building placement is encouraged to front the primary street. Existing uses include Destiny USA, the CNY Regional Market, the former Roth Steel site, and the Metropolitan Wastewater Treatment Plant, and the Ballpark.

### **Open Space (OS) – Open Space 2.14**

The purpose of this district is to protect existing open space and permit the use of land for public or quasi-public open space and parks to encourage a variety of recreational opportunities. This district encompasses the land and water areas of Onondaga Lake and the Inner Harbor within the WRA. The maximum amount of impervious cover allowed is 20%. Buildings should be no higher than 40 feet (25 feet for an accessory structure). This district allows for park and recreation facilities, indoor and outdoor entertainment, utilities, agricultural uses, schools, civic facilities, etc. Within the WRA, the Open Space district includes Onondaga Lake and Onondaga Creek, the Onondaga Creekwalk and Inner Harbor Park amphitheater, and Murphy's Island.

Zoning Districts	Allowable Uses S = Special-Use Permit
LI (Light Industry + Employment)	Residential (multi-unit dwelling, mixed income development, residential care facility); Civic buildings; correctional facility (S); Educational Facilities; Healthcare (clinic, hospital), Parks and Recreation Facility; Urban Agriculture; Animal-Related Uses; Day Care; Entertainment; Food and Beverage; Lodging (hotel or motel); Office & Professional Space; Personal Services; Retail Services; Signs; Vehicles & Equipment; Contractor Yard; Fuel Distribution Facility; General Industrial Service; ); Waste & Salvage (S required for some uses)
OS (Open Space)	Civic Buildings; Public Safety Facilities; Schools; Golf Course; Park & Recreation Facility, Cemetery (S); Agriculture-Related Uses; Outdoor Entertainment, Indoor Entertainment (S); Antenna/Connection Tower; Major Utility (S); Minor Utility
MX-4 (Urban Core)	Residential (live/work dwelling; multi-unit dwelling; single-unit attached dwelling (S); Mixed Income Development; Boarding or Rooming House; Dormitory; Residential Care Facility (S)); Assembly; Civic Building; Family support facility; Cultural Institution; Public safety facility; College/University; School; Vocational, arts, trade, or business; Clinic; Hospital; Community Garden; Urban Agriculture (S); Animal Grooming & Daycare; Kennel (S); Veterinary Hospital; Daycare Center; Family Day Care; Indoor Entertainment; Outdoor Entertainment (S); Private Recreation Club; Bar, Café, Commercial Food Preparation; Microbrewery/Micro distillery; Nightclub (S); Restaurant; Bed & Breakfast/Inn; Hotel/Motel; Business Services & Supply; Financial Institution; Office; Radio/Television Station; Funeral Home; General Personal Services; Food & Beverage Retail (S); Commercial Greenhouse or Plant Nursery (S); Liquor Store; General Retail; Automobile Rental (S); Auto Repair, Light (S); Auto Showroom; Gas Station (S); Gas Station w/ Retail/Restaurant (S); Parking Lot (S); Parking Structure; Manufacturing, artisan; Research & Innovation; Motor Freight or Fleet Terminal (S); Transportation Terminal (S); Antenna/Communication Tower; Major Utility (S); Minor Utility; Warehouse (S); Wholesale Establishment (S); Indoor Recycling Center (S); Mixed-use development
CM (Commercial)	Residential (multi-unit, mixed income, dormitory, residential care facility); Assembly; Civic Building; Correctional Facility (S); Cultural Institution (S); Public Safety Facility; College/University; School; Vocational, arts, trade or business; Health Care (Clinic, Hospital); Park and Recreation Facility; Urban Agriculture; Animal-Related Uses (all); Day Care (all); Entertainment (all); Food and Beverage (all); Hotel/Motel; Office & Professional Service (all); Personal Services (all); Retail Sales (all); Signs, Auto Rental; Auto Repair – light and heavy (S); Auto sales; Auto showroom; Auto storage (S); Car wash; Gasoline Fueling Station; Gasoline Fueling Station with retail/restaurant; Parking lot, Parking Structure; Contractor Yard; General Industrial Service; Research & Innovation; Manufacturing – Artisan, General; Motor Freight Terminal (S); Transportation Terminal; Communication Tower; Major Utility (S); Minor Utility; Mini-Storage (S); Storage Yard (S); Warehouse; Wholesale Establishment; Indoor Dismantling Facility (S); Indoor Recycling Center; Mixed-Use Development
MX-3 (Mixed-Use Transition)	Residential (S for single-unit attached); Boarding/Rooming House; Dormitory; Residential Care Facility (S); Assembly; Civic Building; Family Support Facility; Cultural Institution; Public Safety Facility; College/University; School; Vocational, Arts, Trade, or Business; Clinic; Hospital (S); Park and Recreation Facility; Community Garden; Urban Agriculture (S); Animal Grooming/Day Care; Kennel (S); Veterinary Hospital; Day Care Center; Family Day Care; Indoor Entertainment (S); Private Recreation Club; Bar (S); Beverage Café; Commercial Food Preparation Establishment; Microbrewery or distillery; Restaurants; Lodging (all); Office & Professional Services (all); Funeral Home (S); General Personal Services; Food and Beverage Retail (S); Commercial Greenhouse/Plant Nursery (S); Liquor Store (S); General Retail; Auto Rental (S); Light Auto Repair (S); Auto Sales (S); Auto Showroom; Car Wash (S); Gasoline Fueling Station (S); Gasoline Fueling Station w/ Retail/Restaurant (S); Parking lot (S); Parking Structure (S); Contractor Yard (S); General Industrial Service (S); Research & Innovation; Artisan Manufacturing; General Manufacturing (S); Motor Freight/Fleet Terminal (S); Transportation Terminal (S); Communication Tower; Major Utility (S); Minor Utility; Warehouse (S); Wholesale Establishment (S); Indoor Recycling Center; Mixed-Use Development
MX-2 (Neighborhood Center)	Household Living (all); Boarding/Rooming House; Chapter House (S); Dormitory (S); Residential Care Facility (S); Assembly; Civic Building; Family Support Facility; Cultural Institution; Public Safety Facility; College/University; School; Vocational, Arts, Trade or Business (S); Clinic (S); Hospital (S); Park and Recreational Facility; Community Garden; Urban Agriculture (S); Animal Grooming/Day Care; Veterinary Hospital (S); Day Care (all); Indoor Entertainment (S); Private Recreation Club (S); Bar (S); Beverage Café; Commercial Food preparation Establishment (S); Microbrewery or distillery (S); Restaurant <1000 sq ft; Restaurant >1000 sq ft (S); Bed and Breakfast/Inn; Hotel/Motel (S); Office & Professional Services (all); Funeral Home (S); General Personal Services; Food and Beverage Retail (S); General Retail (<1000 sq ft – 15,000 sq ft); Auto Rental (S); Light Auto Repair (S); Auto Sales (S); Auto Showroom; Car Wash (S); Gasoline Fueling Station (S); Gasoline Fueling Station with Retail/Restaurant (S); Parking Lot (S); Parking Structure (S); Contractor Yard (S); General Industrial Service (S); General Manufacturing (S); Motor Freight/Fleet Terminal (S); Transportation Terminal (S); Communication Tower; Major Utility (S); Minor Utility; Indoor Recycling Center (S); Mixed-Use Development

## SECTION V

# LOCAL LAWS AND REGULATIONS NECESSARY TO IMPLEMENT THE LWRP

### **PROPERTY CONSERVATION CODE – REVISED GENERAL ORDINANCES OF THE CITY OF SYRACUSE**

*Chapter 27: Property Conservation Code of the city of Syracuse, New York (Gen. Ord. No. 30-1993, 6-28-93).*

Chapter 27 of the Code of Ordinances provides guidelines to ensure residential, commercial and industrial buildings across the city are habitable and provide adequate housing and commercial resources for residents and businesses to protect the safety, health and welfare of people who live, work and recreate in the city. Chapter 27 also addresses the condition and maintenance of vacant areas and lots. The Property Conservation Code establishes uniform standards for the condition, occupancy, and maintenance of all premises, and responsibilities of involved parties. The Code designates the City of Syracuse Division of Code Enforcement as the administrator of this code. Violations related to fire safety are referred to the Chief of the Fire Department, and any sanitary-related violations are referred to the Onondaga County Commissioner of Health (or designated representative).

The Conservation Code addresses personal responsibilities (Article 2), space, occupancy, light, ventilation, and sanitation requirements (Article 3), structural requirements (Article 4), fire safety requirements (Article 5), equipment requirements (Article 6), property maintenance requirements and penalties (Article 7), and administration (Article 8). This code applies to all parcels in the WRA.

### **SUBDIVISION REGULATIONS**

Subdivision regulations provide rules, regulations, and standards for the subdivision of land for residential, commercial, and industrial purposes. Any land to be developed or subdivided must follow the regulations to protect residents from health and safety hazards, peril from fire, flood, erosion, excessive noise, air pollution, etc.

Subdivision regulations control the reconfiguration of land with standards and procedures. The Planning Commission has authority for the review and approval of these regulations. The Commission has authority to approve initial sketch plans. During the application process, the resubdivision will also get reviewed by the City Assessor, the City Engineer, and County Health Commissioner

before granting final approval. Final plats need to be certified by the County Clerk.

Any development/subdivider within the WRA is advised to consult with officials concerned with engineering, health, assessments, schools, recreation, and other public functions in addition to the regulations detailed in the document.

### **LEAD ORDINANCE**

*Chapter 54 of General Ordinances of the City of Syracuse ).*

The Lead Ordinance was adopted by the Common Council in July 2020 to help prevent the negative impacts of lead-based paint on children and adults. The ordinance requires the identification and abatement or proper maintenance of lead-based paint on the exterior and interior of pre-1978 residential structures and on the exterior of pre-1978 nonresidential structures. Lead poisoning is a serious public health threat and can negatively impact the health of residents, especially young children who are particularly vulnerable to the hazards of lead paint. The ordinance assumes all residential and non-residential construction completed prior to January 1, 1978, contains lead-based paint on the interior and/or exterior.

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# LOCAL LAWS AND REGULATIONS NECESSARY TO IMPLEMENT THE LWRP

Inspections for violations of the lead ordinance are pursuant to Chapter 27-15 of the Revised General Ordinances of the City of Syracuse (the Property Conservation Code). The ordinance outlines remedies for violations, standards for clearance, hazard reduction, occupant protection, safe work practices, emergency actions, exemptions, and penalties. The Department of Neighborhood and Business Development and the Deputy Commissioner of Code Enforcement and Zoning Administration have authority to enforce this ordinance.

### **GENERAL ORDINANCE AMENDING THE BUILDING CODE FOR THE CITY OF SYRACUSE RELATING TO REQUIREMENTS FOR STORMWATER MANAGEMENT AND EROSION & SEDIMENT CONTROL**

*General Ordinance No. 53-2007*

Land development activities can have a negative impact on stormwater runoff. As impervious ground cover increases, the flow and drainage of stormwater runoff is altered and can cause damage and erosion from flooding, increase the spread of water-borne pollutants, and impede the groundwater recharge and stream baseflow.

Clearing and grading of land during construction can increase soil erosion and contribute to the loss of vegetation.

This ordinance establishes minimum stormwater management requirements and controls to protect the general health, safety and welfare of the residents of Syracuse. Any land development activities in the City of Syracuse must follow applicable requirements of the NYS Department of Environmental Conservation State Pollution Discharge Elimination System (SPDES) General Permit for construction activities. The Stormwater Management Officer, designated by the City Engineer, reviews all stormwater prevention plans and then shares those plans with the Deputy Commissioner of Code Enforcement and Zoning Administration. The Stormwater Management Officer is responsible for reviewing and accepting all plans and specifications that meet requirements with the help of a professional engineer. The Deputy Commissioner of Code Enforcement and Zoning Administration provides final approval. This ordinance applies to all land development activities outlined in Chapter 2 of the Syracuse Building Code Stormwater pollution protection plan requirements are outlined in Section 17.2 of this document (General Ordinance No. 53-2007).

The following activities are exempt from review:

- Agricultural activity (as defined in the ordinance);
- Silvicultural activity;
- Routine maintenance that disturbs less than one acre of land;
- Repairs to stormwater management facility deemed necessary by the Stormwater Management Officer;
- Cemetery graves;
- Installation of fences, signs, or poles (including telephone and electric);
- Emergency activity; and
- Home gardening activities.

### **FLOODPLAIN PROTECTION**

*Local Law No. 5*

This ordinance aims to protect Syracuse residents from damages caused by flooding and erosion, including injury and loss of human life, destruction or loss of property and housing, damage to public facilities. The floodplain ordinances regulate uses that may pose a danger to health, safety, and property due to erosion hazards and regulates uses that may be vulnerable to flooding, and other

## SECTION V

# LOCAL LAWS AND REGULATIONS NECESSARY TO IMPLEMENT THE LWRP

impacts such as business interruptions, unstable tax bases, and costly clean-ups. The ordinances also control the alteration of natural floodplains, stream channels and natural protective barriers, grading and dredging, and construction of flood barriers. The ordinance also maintains the City's participation in the National Flood Insurance Program. The City is currently classified as a Class 7 in the Community Rating System, meaning residents with flood insurance receive a 15% discount on flood insurance premiums.

The Floodplain Protection ordinance applies to all special flood hazard areas within the jurisdiction of the City of Syracuse, NY. Within the WRA, a portion of the Metropolitan Wastewater Treatment Plant and CNY Regional Market, Murphy's Island, and the area immediately adjacent to Onondaga Creek and the Inner Harbor are within special flood hazard areas. Special flood hazard area maps are prepared by the Federal Emergency Management Agency (FEMA) effective on November 4, 2016. These maps and relevant documents are available at the City of Syracuse's Department of Engineering and City of Syracuse Division of Code Enforcement. Development in special flood hazard areas requires a permit, which can be obtained by submitting an application that includes all of

the items listed in Section 4.3 to the Deputy Commissioner of Code Enforcement and Zoning Administration, who is the Local Administrator of this ordinance. A certificate of Floodplain Compliance is required before a development can be occupied.

### **SEWER USE**

*Onondaga County Local Law No. 1, 2011*

The purpose of this law is to protect public health, comply with environmental law and ensure development does not impede capacity of the Onondaga County Sanitary District. This law was created to ensure sewers are functioning properly across the multi-municipal district while fostering cooperation between all levels of municipal government, property owners, and developers. This law establishes a process for preconstruction approval, inspection, and enforcement and includes standards for sewer construction, operation, maintenance, modification, etc. Any new connections, or disconnections, must follow the appropriate guidelines. The Onondaga County Department of Water Environment Protection and the Division of Plumbing, or duly authorized

officials of the municipality owning or operating the public sewer, has authority to enforce this ordinance.

### **PUBLIC ART**

*General Ordinance No. 27-2007, 7-9-07*

The Public Art Ordinance encourages the creation of public art within the City of Syracuse with a streamlined application and review process. Public art is defined as all forms of visual art within the city right-of-way or on public land (City-owned property or vacant land owned by the Syracuse Urban Renewal Agency or Syracuse Industrial Development Agency) that are not considered to be a sign as defined in the City of Syracuse Zoning Ordinance. The forms of visual art allowable are defined by the ordinance.

The ordinance outlines the steps required to display art, which include the completion and submittal of a public art application to the Public Art Coordinator. The application and proposed location of the art requires approval from any applicable state and/or City departments, boards and agencies and then final approval from the City of Syracuse Public Art Commission.



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# LOCAL LAWS AND REGULATIONS NECESSARY TO IMPLEMENT THE LWRP

### **HISTORIC PRESERVATION**

#### *Article 6: Rezone Syracuse*

The purpose of Article 6: Historic Preservation is to protect, enhance, and perpetuate the use of each zoning district and its sites and structures, while improving property values, enhancing the attractiveness of the City, encourage conservation of natural and material resources, and promote education and cultural benefits of preservation, while fostering civic pride in elements of the City's past. This article outlines the process of applying for a local historical designation, obtaining a Certificate of Appropriateness for exterior alterations, as well as demolition of non-landmarked historic properties, the appeal process, etc. Additional benefits of historical designation includes accessing funding streams and programs available only to designated Protected Sites and districts.

Once designated, a site or building must follow historic design standards and regulations and seek a Certificate of Appropriateness from the Syracuse Landmark Preservation Board for any applicable exterior alterations. A Certificate of Appropriateness authorizes a change in appearance of a building, structure, site,

landscape, or object that is designated as a Protected Site or is located within a Preservation District. Failure to comply may result in a stop work order, fines, citations, and/or other legal action.

For any site or building within a designated historic district, a preservation application is required to be submitted by property owners or any groups to determine if a property, landscape, structure, object, site, or district meets the criteria for designation as Protected Sites or Preservation Districts. For sites and buildings outside of a designated district, participation in this process is only necessary if the property owner is seeking historical designation.

The Landmark Preservation Board prioritizes properties, structures, landscapes, objects, sites, or districts that meet the following criteria:

- Have an association with persons or significant historic events (locally, regionally, state, or nationally);
- Demonstrate historic growth and development of the city, region, state or U.S.;
- Embody distinctive characteristics of a type, period, or method of construction, or

represent the work of a master, or possess a unique architectural or artistic quality;

- Possess a unique overall quality of architectural scale, texture, form, and visual homogeneity (for districts); and/or
- Possess an interior that embody some of the above characteristics.

Section 6.2 outlines the standard procedures and rules for all preservation applications, which includes a six-step process including a pre-application conference, application submittal and processing, staff review, schedule and notice of public hearings, review and decision, and post-decision actions and limitations. Section 6.4 outlines preservation flexibility and relief procedures, including the steps required to appeal an administrative decision. The application should be submitted to the Office of Zoning Administration and will ultimately be approved by the Landmark Preservation Board.

### **STREETS AND SIDEWALKS**

#### *Chapter 24 of the Syracuse, NY Code of Ordinances*

Chapter 24 outlines a number of regulations regarding the use and maintenance of streets and sidewalks throughout the city, and associated

## SECTION V

# LOCAL LAWS AND REGULATIONS NECESSARY TO IMPLEMENT THE LWRP

penalties for violating any sections/articles. These regulations are meant to protect and maintain a safe and clean public right-of-way free of hazards. The Commissioner of Public Works has authority for enforcement of this ordinance, which addresses the following areas:

- Snow and ice removal / dumping (Article 2, Article 12)
- Litter and debris (Article 3)
- Obstructions from vehicles, animals, construction, mercantile activities, etc. (Articles 4-7)
- Excavations and street openings (Article 8)
- Sidewalk construction (Article 9)
- Poles, Lights, Wires and Other Fixtures (Article 10)
- Miscellaneous, Department of Public Works Charges (e.g. Block Party permits) (Article 11)
- Loitering, Obstructing Free Passage on Streets or Public Ways (Article 13)
- Sidewalk Café Permit (Article 14)
- Film Permit (Article 15)

### **GREEN BUILDINGS ORDINANCE**

*Chapter 52, Sec. 52.1-52.3*

The Green Buildings Ordinance establishes a policy for incorporating sustainable principles into the design, construction, management, renovation, and maintenance of the City of Syracuse's facilities and buildings. This ordinance applies to all public sites and buildings. Public projects are defined as projects that occur on land and/or buildings owned by the City of Syracuse that will be used for municipal or school public purposes.

### **STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)**

The State Environmental Quality Review Act (SEQRA) requires all state and local government agencies to weigh environmental impacts with economic and social factors during discretionary decision-making. The SEQR process analyzes any potential environmental impact related to a proposed development or action, including proposed projects as outlined in Section IV of the LWRP. The New York State Department of Environmental Conservation has authority to enforce SEQRA laws.

### **LOCAL WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW LAW**

The City of Syracuse has adopted a LWRP Consistency Review Law to ensure future proposed actions located within the Syracuse WRA align to the policies and provisions of this Local Waterfront Revitalization Program. This law can be found in Appendix A. Refer to the Local Review of State and Federal Actions for additional information.

### **WATERFRONT ASSESSMENT FORM**

The City of Syracuse's Division of City Planning and Sustainability will develop a Waterfront Assessment Form, which will serve as a tool to determine whether a proposed action is consistent with the policy standards outlined in the LWRP Consistency Review Law. The form will be reviewed by the City Planning Commission when considering new projects within the WRA.

## SECTION V

# OTHER PUBLIC AND PRIVATE ACTIONS NECESSARY TO IMPLEMENT THE LWRP

The following actions are relevant to the implementation of the policies, projects and programs identified within this LWRP.

### ACTIONS UNDER DEVELOPMENT

#### Implementation of Syracuse Comprehensive Plan and Update

The City of Syracuse has an adopted Comprehensive Plan 2040, which it intends to begin updating within the coming year. City Planning & Sustainability will engage with a wide range of residents, businesses, organizations, the city administration, and city departments to revise the plan, which will guide government action and spending over the next five to ten years. Upon completion, the City will begin to implement the recommendations of the Comprehensive Plan.

#### Implementation of Countywide Comprehensive Plan

Onondaga County adopted a new countywide comprehensive plan, Plan Onondaga, in 2023. The foundation of Plan Onondaga draws upon

the relationship between the County and its municipalities, residents, and businesses, and aims to improve the daily experience of all residents and visitors. The Plan was built upon robust community engagement efforts to formulate strong vision, goals and strategies for future economic growth and development.

#### Aquarium – Inner Harbor

Onondaga County has begun to design and develop a multi-million-dollar aquarium planned for Syracuse’s Inner Harbor, located within the WRA. The Aquarium is an extension of the Rosamond Gifford Zoo, and is expected to draw people from across the region and beyond to the City’s waterfront, bolstering economic activity, and boosting revitalization within the WRA. The County is on track to purchase the land for the Aquarium during the Summer of 2023 and the design and construction of the aquarium will occur during the next few years.

#### Loop the Lake Trail

Onondaga County is leading an initiative to create a continuous multi-use trail around the entirety of Onondaga Lake. In August 2020, a 1.1-mile trail extension was completed. The County completed

the construction of an elevated bridge allowing pedestrians to pass over the CSX railroad tracks, which connects the trail loop to the Onondaga Creekwalk. More recently, an additional 0.36 miles was completed along the southeast corner of Onondaga Lake. The completion of this initiative creates an overall trail length of approximately nine miles and will provide connection to Murphy’s Island from the Onondaga Lake Lounge.

#### NYSDOT I-81

The New York State Department of Transportation (NYSDOT) is leading a project to rebuild Interstate 81 through Syracuse. The elevated highway has reached the end of its useful life. NYSDOT is planning to tear down the existing highway and redirect traffic with a street-level community grid, known as Business Route 81. This project is adjacent to the WRA, leading to the Downtown Business District, and strengthening multi-modal streetscape connections within the WRA.

### REGIONAL ACTIONS AND PROGRAMS

#### Micron

In October 2022, Micron Technology announced

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# OTHER PUBLIC AND PRIVATE ACTIONS NECESSARY TO IMPLEMENT THE LWRP

plans to invest \$100 billion in the creation of a mega-complex for computer chip development in Clay, NY, a northern suburb of the City of Syracuse. The project is estimated to bring up to 9,000 jobs to the area, and an additional 40,000 supply-chain and construction jobs to the area over the next 15-20 years. It is estimated to be the largest single private investment in New York history. This investment has the potential to impact the entire region as demand for housing, services, and entertainment grows.

### STATE ACTIONS AND PROGRAMS

#### Department of State

- Technical assistance for LWRP implementation of various planning, design and construction projects proposed within the WRA.
- Funding assistance through the Environmental Protection Fund for the implementation of projects proposed (Section IV of the LWRP).

#### Department of Environmental Conservation

- Funding assistance with planning studies and/or design and construction of projects targeted to control any steep slope erosion in the waterfront area.
- Implement and administer Article 24 of the State's Environmental Conservation Law for the City's regulated wetland areas.
- Technical assistance, review, and approval of public access improvements within the City's waterfront revitalization area.

#### Division of Homes and Community Renewal

- Funding and technical assistance with revitalization efforts within the WRA.

#### Office of General Services

- Provide authorization prior to any development occurring near the bank or in the water of Onondaga Lake and Onondaga Creek.

#### NYS Energy Research and Development Authority

- Funding and technical assistance with

revitalization efforts within the WRA.

#### NYS Department of Transportation

- Implement improvements to improve access and circulation for pedestrians and bicyclists.
- Incorporate traffic calming improvements within the WRA

#### Office of Parks, Recreation, and Historic Preservation

- Funding approval under programs such as the Land and Water Conservation Fund and the Clean Water / Environmental Protection Fund for development in or near Historic Barge Canal.

### FEDERAL ACTIONS AND PROGRAMS

#### Department of Commerce

- Funding assistance for community projects through the Community Develop Block Grants program.

## SECTION V

# LOCAL MANAGEMENT STRUCTURE NECESSARY TO IMPLEMENT THE LWRP

**The implementation of the LWRP will require action and coordination with various City, County and State officials, community members, and volunteers. For each action proposed within the WRA, a Waterfront Assessment Form (WAF) must be completed to assess if the proposed action is consistent with LWRP policies and purposes**

A summary of City officials responsible for management and coordination of the LWRP implementation is described below:

- The **City's Deputy Commissioner of Planning & Sustainability** will act as the **Waterfront Coordinator** and provide overall management of the Local Waterfront Revitalization Program, including implementation of LWRP policies and proposed projects.
- The **Planning & Sustainability Division** will provide public copies of the final and approved LWRP during normal business hours and online. Waterfront Assessment Forms

(WAF) will be distributed to applicants by this office. The City Clerk will keep records of actions related to the LWRP. A copy of the final LWRP document, once approved by the NYS Secretary of State will be formally filed with the City Clerk.

- The **Syracuse Common Council** is the legislative body that adopts the LWRP and will review applicable activities regarding the LWRP policies and proposed projects. The Council will take the lead on reviewing Waterfront Assessment Forms in coordination with the City's Planning & Sustainability Division.
- Any permits required for development or implementation of LWRP policies will be overseen by the **City's Central Permit Office**.
- Enforcement of LWRP policies will be handled by the **City's Office of Zoning Administration and Division of Code Enforcement**.
- The **Board of Zoning Appeals (BZA)** is the body established to hear appeals of Zoning decisions, interpret Zoning provisions, and

grant variances.

- The **Deputy Commissioner of Code Enforcement and Zoning Administration** will be responsible for enforcing building code regulations.

## SECTION VI

# GUIDELINES FOR NOTIFICATION & REVIEW OF STATE AGENCY ACTIONS PROPOSED WITHIN THE WRA COVERED BY THE APPROVED SYRACUSE LWRP

The City of Syracuse has adopted a LWRP Consistency Review Law to ensure future proposed state agency actions located within the Syracuse WRA align to the policies and provisions of this Local Waterfront Revitalization Program. This law can be found in Appendix A.

### I. Purposes of Guidelines

- A. The Waterfront Revitalization of Coastal Areas and Inland Waterways Act (the Act) (Article 42 of the Executive Law) and the Department of State's regulations (19 NYCRR Part 600) require certain state agency actions identified by the Secretary of State to be consistent to the maximum extent practicable with the policies and purposes of the approved Syracuse Local Waterfront Revitalization Program (LWRP). These guidelines are intended to assist state agencies in meeting that statutory consistency obligation.
- B. The Act also requires that state agencies

provide timely notice to the City of Syracuse whenever an identified action will occur within the WRA covered by the approved Syracuse LWRP. These guidelines describe a process for complying with this notification requirement. They also provide procedures to assist the City of Syracuse in carrying out their review responsibilities in a timely manner.

- C. The New York State Secretary of State is required by the Act to confer with state agencies when notified by the City of Syracuse government that a proposed state agency action may conflict with the policies and purposes of the approved Syracuse LWRP. These guidelines establish a procedure for resolving such conflicts.

### II. Definitions

- A. Action means:
  - a. A "Type I" or "Unlisted" action as defined by the State Environmental Quality Review Act (SEQRA);
  - b. Occurring within the boundaries of the

Waterfront Revitalization Area (WRA) within which the policies and purposes of the approved Syracuse LWRP apply; and

- c. Being taken pursuant to a state agency program or activity which has been identified by the Secretary of State as likely to affect the policies and purposes of the Syracuse LWRP.
- B. Consistent to the maximum extent practicable means that an action will not substantially hinder the achievement of any of the policies and purposes of the approved Syracuse LWRP and, whenever practicable, will advance one or more of such policies. If an action will substantially hinder any of the policies or purposes of the approved Syracuse LWRP, then the action must be one:
    - a. For which no reasonable alternatives exist that would avoid or overcome any substantial hindrance;
    - b. That will minimize all adverse effects on the policies or purposes of the LWRP to the maximum extent practicable; and

## SECTION VI

- c. That will result in an overriding regional or statewide public benefit.
- C. Coastal Assessment Form (CAF) is the form used by the State agency to assess the consistency of its actions proposed within the Syracuse Waterfront Revitalization Area with the policies and purposes of the approved Syracuse LWRP.
- D. EIS or Environmental Impact Statement means a form used by an agency to assist it in determining the environmental significance or non-significance of actions, pursuant to 6NYCRR 617 (SEQR).
- E. Local Waterfront Revitalization Program, or Syracuse LWRP, means the program prepared and adopted by the City Common Council and approved by the Secretary of State pursuant to Executive Law, Article 42; which program contains policies on the management of land, water, and man-made resources, proposed land uses and specific projects that are essential to program implementation.
- F. Secretary of State or Secretary is the head of the New York State Department of State, which is the state agency responsible for administering and coordinating activities essential for the implementation of the Coastal Management Program, including approved LWRPs.
- G. The Syracuse Division of City Planning and

Sustainability will be responsible for the review of state agencies actions and for providing state agencies with findings to the appropriate state agency contact.

- H. City means the City of Syracuse.
- I. City Planning Commission is the government or legislative body of the City of Syracuse that adopted the City LWRP.
- J. Waterfront Revitalization Area is the portion of the state's coastal area covered by the approved Syracuse LWRP.

### III. Notification Procedure

- A. When a state agency is considering an action as described in II. Definition within the defined Waterfront Revitalization Area boundary of the approved Syracuse LWRP, the state agency shall notify the Waterfront Coordinator.
- B. Notification of a proposed state agency action:
  - 1. Shall fully describe the nature and location of the action;
  - 2. Shall be accomplished by use of other existing state agency notification procedures, or through any alternative procedure agreed upon by the state agency and the City of Syracuse government; and
  - 3. Should be provided to the Waterfront Coordinator as early in the planning

stages of the action as possible, but in any event at least 30 days prior to the agency's decision on the action. The timely filing of a copy of a completed Coastal Assessment Form (CAF), available to State agencies, to the Waterfront Coordinator should be considered adequate notification of a proposed action.

- C. If the proposed action will require the preparation of a draft environmental impact statement (EIS), the filing of this draft document with the Waterfront Coordinator can serve as the state agency's notification to the City.

### IV. Local Government Procedure Review

- A. Upon receipt of notification from a state agency, the situs local government will be responsible for evaluating a proposed action against the policies and purposes of its approved LWRP. Upon request of the local official identified in the LWRP, the state agency should promptly provide the situs local government with whatever additional information is available which will assist the situs local government to evaluate the proposed action.
- B. If the situs local government cannot identify any conflicts between the proposed action and the applicable policies and purposes of

## SECTION VI

its approved LWRP, it should inform the state agency in writing of its finding. Upon receipt of the local government's finding, the state agency may proceed with its consideration of the proposed action in accordance with 19 NYCRR Part 600.

- C. If the situs local government does not notify the state agency in writing of its finding within the established review period, the state agency may then presume that the proposed action does not conflict with the policies and purposes of the municipality's approved LWRP.
- D. If the situs local government notifies the state agency in writing that the proposed action does conflict with the policies and/or purposes of its approved LWRP, the state agency shall not proceed with its consideration of, or decision on, the proposed action as long as the Resolution of Conflicts procedure established in V below shall apply. The local government shall forward a copy of the identified conflicts to the Secretary of State at the time when the state agency is notified. In notifying the state agency, the local government shall identify the specific policies and purposes of the LWRP with which the proposed action conflicts.

### V. Resolution of Conflicts

- A. The following procedure applies whenever a local government has notified the Secretary of State and state agency that a proposed action

conflicts with the policies and purposes of its approved LWRP:

1. Upon receipt of notification from a local government that a proposed action conflicts with its approved LWRP, the state agency should contact the local LWRP official to discuss the content of the identified conflicts and the means for resolving them. A meeting of state agency and local government representatives may be necessary to discuss and resolve the identified conflicts. This discussion should take place within 30 days of the receipt of a conflict notification from the local government.
2. If the discussion between the situs local government and the state agency results in the resolution of the identified conflicts, then, within seven days of the discussion, the situs local government shall notify the state agency in writing, with a copy forwarded to the Secretary of State, that all of the identified conflicts have been resolved. The state agency can then proceed with its consideration of the proposed action in accordance with 19 NYCRR Part 600.
3. If the consultation between the situs local government and the state agency does not lead to the resolution of the identified conflicts, either party may request, in

writing, the assistance of the Secretary of State to resolve any or all of the identified conflicts. This request must be received by the Secretary within 15 days following the discussion between the situs local government and the state agency. The party requesting the assistance of the Secretary of State shall forward a copy of their request to the other party.

4. Within 30 days following the receipt of a request for assistance, the Secretary or a Department of State official or employee designated by the Secretary, will discuss the identified conflicts and circumstances preventing their resolution with appropriate representatives from the state agency and situs local government.
5. If agreement among all parties cannot be reached during this discussion, the Secretary shall, within 15 days, notify both parties of his/her findings and recommendations.
6. The state agency shall not proceed with its consideration of, or decision on, the proposed action as long as the foregoing Resolution of Conflicts procedures shall apply.



## SECTION VI

# PROCEDURAL GUIDELINES FOR COORDINATING NYS DEPARTMENT OF STATE (DOS) & LWRP CONSISTENCY REVIEW OF FEDERAL AGENCY ACTIONS DIRECT ACTIONS

The City of Syracuse has adopted a LWRP Consistency Review Law to ensure future proposed federal agency actions located within the Syracuse WRA align to the policies and provisions of this Local Waterfront Revitalization Program. This law can be found in Appendix A.

1. After acknowledging the receipt of a consistency determination and supporting documentation from a federal agency, DOS will forward copies of the determination and other descriptive information on the proposed direct action to the program coordinator (of an approved LWRP) and other interested parties.
2. This notification will indicate the date by which all comments and recommendations must be submitted to DOS and will identify the Department's principal reviewer for the proposed action.

3. The review period will be about twenty-five (25) days. If comments and recommendations are not received by the date indicated in the notification, DOS will presume that the municipality has "no opinion" on the consistency of the proposed direct federal agency action with local coastal policies.
4. If DOS does not fully concur with and/or has any questions on the comments and recommendations submitted by the municipality, DOS will contact the municipality to discuss any differences of opinion or questions prior to agreeing or disagreeing with the federal agency's consistency determination on the proposed direct action.
5. A copy of DOS' "agreement" or "disagreement" letter to the federal agency will be forwarded to the local program coordinator.

### Permit and License Actions

1. DOS will acknowledge the receipt of an applicant's consistency certification and application materials. At that time, DOS will forward a copy of the submitted

documentation to the program coordinator and will identify the Department's principal reviewer for the proposed action.

2. Within thirty (30) days of receiving such information, the program coordinator will contact the principal reviewer for DOS to discuss: (a) the need to request additional information for review purposes; and (b) any possible problems pertaining to the consistency of a proposed action with local coastal policies.
3. When DOS and the program coordinator agree that additional information is necessary, DOS will request the applicant to provide the information. A copy of this information will be provided to the program coordinator upon receipt.
4. Within thirty (30) days of receiving the requested additional information or discussing possible problems of a proposed action with the principal reviewer for DOS, whichever is later, the program coordinator will notify DOS of the reasons why a proposed action may be

## SECTION VI

inconsistent or consistent with local coastal policies.

5. After the notification, the program coordinator will submit the municipality's written comments and recommendations on a proposed permit action to DOS before or at the conclusion of the official public comment period. If such comments and recommendations are not forwarded to DOS by the end of the public comment period, DOS will presume that the municipality has "no opinion" on the consistency of the proposed action with local coastal policies.
6. If DOS does not fully concur with and/or has any questions on the comments and recommendations submitted by the municipality on a proposed permit action, DOS will contact the program coordinator to discuss any differences of opinion prior to issuing a letter of "concurrence" or "objection" letter to the applicant.
7. A copy of DOS' "concurrence" or "objective" letter to the applicant will be forwarded to the program coordinator.

### **Financial Assistance Actions**

1. Upon receiving notification of a proposed federal financial assistance action, DOS will request information on the action from the applicant for consistency review purposes. As appropriate, DOS will also request the

applicant to provide a copy of the application documentation to the program coordinator. A copy of this letter will be forwarded to the coordinator and will serve as notification that the proposed action may be subject to review.

2. DOS will acknowledge the receipt of the requested information and provide a copy of this acknowledgment to the program coordinator. DOS may, at this time, request the applicant to submit additional information for review purposes.
3. The review period will conclude thirty (30) days after the date on DOS' letter of acknowledgment or the receipt of requested additional information, whichever is later. The review period may be extended for major financial assistance actions.
4. The program coordinator must submit the municipality's comments and recommendations on the proposed action to DOS within twenty days (or other time agreed to by DOS and the program coordinator) from the start of the review period. If comments and recommendations are not received within this period, DOS will presume that the municipality has "no opinion" on the consistency of the proposed financial assistance action with local coastal policies.
5. If DOS does not fully concur with and/or has any questions on the comments

and recommendations submitted by the municipality, DOS will contact the program coordinator to discuss any differences of opinion or questions prior to notifying the applicant of DOS' consistency decision.

6. A copy of DOS' consistency decision letter to the applicant will be forwarded to the program coordinator.

## SECTION VI

# FINANCIAL RESOURCES NECESSARY TO IMPLEMENT THE LWRP

**Implementing the LWRP and proposed projects requires financial resources. Implementation and management of the Syracuse LWRP will require administrative costs, costs associated with local review and management, capital improvement expenditures, and ongoing maintenance and upkeep of completed projects. A brief overview of funding sources and programs is below.**

### LOCAL FUNDING SOURCES

- **Local Administrative Costs:** Costs associated with the day-to-day administration of the LWRP should be included in the city's budget. Any allocated costs should cover consistency reviews of any proposed actions and developments with coordination with NYSDOS as needed.

### POTENTIAL STATE FUNDING SOURCES

- **Environmental Protection Fund (EPF):** This grant program offers support for the implementation of planning, design, and construction of waterfront revitalization projects, as well as improvements for parks

and recreation and historic preservation. Funding for this program is available through the Consolidated Funding Application (CFA) process, with funds available from the Department of State, Office of Parks, Recreation and Historic Preservation, and the Department of Environmental Conservation.

- **Water Quality Improvement Program (WQIP):** This program, available via EPF, provides competitive funds for projects that improve water quality, reduce polluted runoff, and restore water habitats.
- **Local Government Efficiency Program (LGE):** NYSDOS offers grant funds to municipalities, special districts, school districts, and public authorities for the planning and implementation of projects that will provide cost savings through consolidated services.
- **Environmental Facilities Corporation – Green Innovation Grant:** This program offers competitive grants to municipalities, public authorities, not for profit corporations, for-profit corporations and soil and water conservation districts for projects that improve water quality through the reduction

of storm sewer infiltration and the use of “green infrastructure” such as permeable pavement, green roofs, riparian buffers, and stormwater harvesting and reuse.

- **Empire State Development Programs (ESD):** ESD provides a variety of programs to assist businesses and bolster economic development. Programs include Empire State Development Grant Funds, Excelsior Jobs Tax Credits, Market New York, Business Incubator and Innovation Hot Spot, etc.
- **Consolidated Funding Application (CFA):** The CFA process allows for a project to submit a single application to the State for numerous state programs and funding streams.
- **Clean Water, Clean Air and Green Jobs Environmental Bond Act:** Provide funding to help disadvantaged communities most impacted by pollution and climate change, and help to promote green job creation.

### POTENTIAL FEDERAL FUNDING SOURCES

- **Highway Safety Improvement Program:** This program identifies locations that may

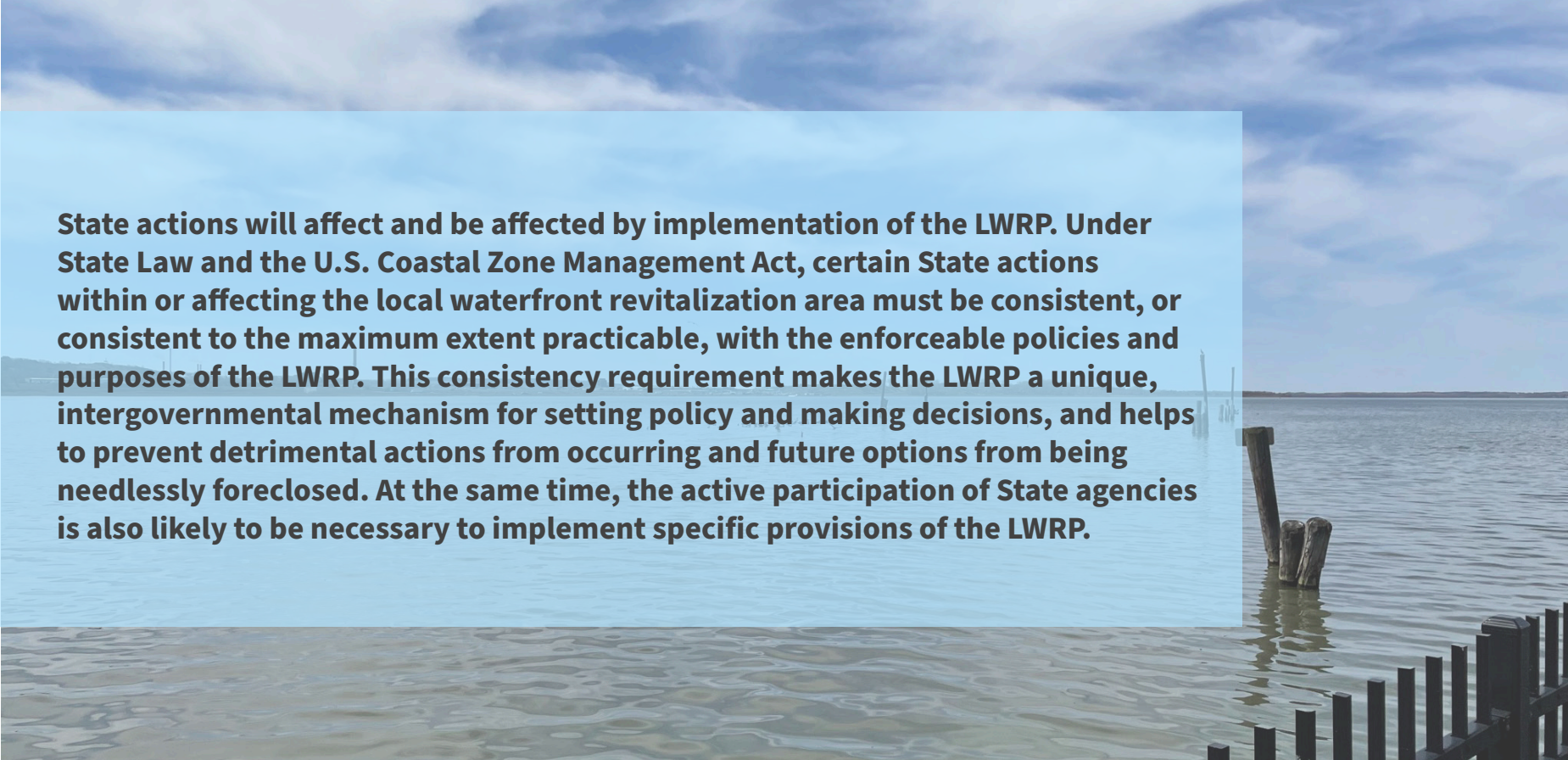
## SECTION VI

# FINANCIAL RESOURCES NECESSARY TO IMPLEMENT THE LWRP

pose a danger to motorists, bicyclists and pedestrians. These funds can be used for trail development, to improve safety for all road users.

- Congestion Mitigation and Air Quality (CMAQ)
- **Surface Transportation Program (STP):**  
This program typically focuses on road construction, reconstruction and repair. These funds can also be used in the development of transportation facilities in conjunction with road projects. STP funds can also be used for maps, brochures and public service announcements.
- Recreational Trails Grants The New York State Office of Parks, Recreation and Historic Preservation occasionally offers funding through the Recreational Trails Program to provide and maintain recreational trails.

# STATE ACTIONS AND PROGRAMS LIKELY TO AFFECT IMPLEMENTATION



**State actions will affect and be affected by implementation of the LWRP. Under State Law and the U.S. Coastal Zone Management Act, certain State actions within or affecting the local waterfront revitalization area must be consistent, or consistent to the maximum extent practicable, with the enforceable policies and purposes of the LWRP. This consistency requirement makes the LWRP a unique, intergovernmental mechanism for setting policy and making decisions, and helps to prevent detrimental actions from occurring and future options from being needlessly foreclosed. At the same time, the active participation of State agencies is also likely to be necessary to implement specific provisions of the LWRP.**

# WHAT IS IN THIS SECTION?



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**STATE ACTIONS AND  
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## SECTION VI

# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

Pursuant to the State Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), the Secretary of State notifies affected State agencies of those agency actions and programs that are to be undertaken in a manner consistent with approved LWRPs. The following list of State actions and programs is that list. The State Waterfront Revitalization of Coastal Areas and Inland Waterways Act requires that an LWRP identifies those elements of the program that can be implemented by the local government, unaided, and those that can only be implemented with the aid of other levels of government or other agencies. Such statement shall include those permit, license, certification or approval programs; grant, loan subsidy or other funding assistance programs; facilities construction, and planning programs that may affect the achievement of the LWRP.

### OFFICE FOR THE AGING

- 1.00. Funding and/or approval programs for the establishment of new or expanded facilities providing various services for the elderly

### DEPARTMENT OF AGRICULTURE AND MARKETS

- 1.00 Agricultural Districts Program
- 2.00 Rural Development Program
- 3.00 Farm Worker Services Program
- 4.00 Permit and approval programs:
  - 4.01 Custom Slaughters/Processor Permit
  - 4.02 Processing Plant License
  - 4.03 Refrigerated Warehouse and/or Locker Plant License
- 5.00 Farmland Protection Implementation Grant
- 6.00 Agricultural Nonpoint Source Abatement and Control Program

### DIVISION OF ALCOHOLIC BEVERAGE CONTROL/ STATE LIQUOR AUTHORITY

- 1.00 Permit and Approval Programs:
  - 1.01 Ball Park - Stadium License
  - 1.02 Bottle Club License
  - 1.03 Bottling Permits
  - 1.04 Brewer's Licenses and Permits
  - 1.05 Brewer's Retail Beer License
  - 1.06 Catering Establishment Liquor License
  - 1.07 Cider Producer's and Wholesaler's Licenses
  - 1.08 Club Beer, Liquor, and Wine Licenses
  - 1.09 Distiller's Licenses
  - 1.10 Drug Store, Eating Place, and Grocery Store Beer Licenses
  - 1.11 Farm Winery and Winery Licenses
  - 1.12 Hotel Beer, Wine, and Liquor Licenses
  - 1.13 Industrial Alcohol Manufacturer's Permits
  - 1.14 Liquor Store License

## SECTION VI

# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

- 1.15 On-Premises Liquor Licenses
- 1.16 Plenary Permit (Miscellaneous-Annual)
- 1.17 Summer Beer and Liquor Licenses
- 1.18 Tavern/Restaurant and Restaurant Wine Licenses
- 1.19 Vessel Beer and Liquor Licenses
- 1.20 Warehouse Permit
- 1.21 Wine Store License
- 1.22 Winter Beer and Liquor Licenses
- 1.23 Wholesale Beer, Wine, and Liquor Licenses

### **OFFICE OF ALCOHOLISM AND SUBSTANCE ABUSE SERVICES**

- 1.00 Facilities, construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
  - 2.01 Certificate of approval (Substance Abuse Services Program)

- 3.00 Permit and approval:
  - 3.01 Letter Approval for Certificate of Need
  - 3.02 Operating Certificate (Alcoholism Facility)
  - 3.03 Operating Certificate (Community Residence)
  - 3.04 Operating Certificate (Outpatient Facility)
  - 3.05 Operating Certificate (Sobering-Up Station)

### **COUNCIL ON THE ARTS**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Architecture and environmental arts program

### **OFFICE OF CHILDREN AND FAMILY SERVICES**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

- 2.00 Homeless Housing and Assistance Program.
- 3.00 Permit and approval programs:
  - 3.01 Certificate of Incorporation (Adult Residential Care Facilities)
  - 3.02 Operating Certificate (Children's Services)
  - 3.03 Operating Certificate (Enriched Housing Program)
  - 3.04 Operating Certificate (Home for Adults)
  - 3.05 Operating Certificate (Proprietary Home)
  - 3.06 Operating Certificate (Public Home)
  - 3.07 Operating Certificate (Special Care Home)
  - 3.08 Permit to Operate a Day Care Center

### **DEPARTMENT OF CORRECTIONS AND COMMUNITY SUPERVISION**

- 1.0 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.



## SECTION VI

# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

### **DORMITORY AUTHORITY OF THE STATE OF NEW YORK**

- 1.00 Financing of higher education and health care facilities.
- 2.00 Planning and design services assistance program.

### **EDUCATION DEPARTMENT**

- 1.00 Facilities construction, rehabilitation, expansion, demolition or the funding of such activities.
- 2.00 Permit and approval programs:
  - 2.01 Certification of Incorporation (Regents Charter)
  - 2.02 Private Business School Registration
  - 2.03 Private School License
  - 2.04 Registered Manufacturer of Drugs and/or Devices
  - 2.05 Registered Pharmacy Certificate
  - 2.06 Registered Wholesale of Drugs and/or Devices

- 2.07 Registered Wholesaler-Repacker of Drugs and/or Devices
- 2.08 Storekeeper's Certificate
- 3.00 Administration of Article 5, Section 233 of the Educational Law regarding the removal of archaeological and paleontological objects under the waters of the State.

### **OFFICE OF EMERGENCY MANAGEMENT**

- hazard identification,
- loss prevention, planning, training, operational response to emergencies,
- technical support, and disaster recovery assistance

### **EMPIRE STATE DEVELOPMENT/ EMPIRE STATE DEVELOPMENT CORPORATION**

- 1.00 Preparation or revision of statewide or specific plans to address State economic development needs.
- 2.00 Allocation of the state tax-free bonding reserve.

### **ENERGY RESEARCH AND DEVELOPMENT AUTHORITY**

- 1.00 Issuance of revenue bonds to finance pollution abatement modifications in power-generation facilities and various energy projects.
- 2.00 New Construction Program – provide assistance to incorporate energy-efficiency measures into the design, construction and operation of new and substantially renovated buildings.
- 3.00 Existing Facilities Program – offers incentives for a variety of energy projects

### **DEPARTMENT OF ENVIRONMENTAL CONSERVATION**

- 1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of lands under the jurisdiction of the Department.
- 2.00 Classification of Waters Program; classification of land areas under the Clean Air Act.

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# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

3.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

4.00 Financial assistance/grant programs:

4.01 Capital projects for limiting air pollution

4.02 Cleanup of toxic waste dumps

4.03 Flood control, beach erosion, and other water resource projects

4.04 Operating aid to municipal wastewater treatment facilities

4.05 Resource recovery and solid waste management capital projects

4.06 Wastewater treatment facilities

6.00 Implementation of the Environmental Quality Bond Act of 1972, including:

(a) Water Quality Improvement Projects

(b) Land Preservation and Improvement Projects including Wetland Preservation and Restoration Projects, Unique Area Preservation Projects, Metropolitan Parks Projects, Open Space Preservation Projects, and Waterways Projects.

7.00 Marine Finfish and Shellfish Programs

9.00 Permit and approval programs

### **Air Resources**

9.01 Certificate of Approval for Air Pollution Episode Action Plan

9.02 Certificate of Compliance for Tax Relief – Air Pollution Control Facility

9.03 Certificate to Operate: Stationary Combustion Installation; Incinerator; process, exhaust or Ventilation System

9.04 Permit for Burial of Radioactive Material

9.05 Permit for Discharge of Radioactive Material to Sanitary Sewer

9.06 Permit for Restricted Burning

9.07 Permit to Construct; a Stationary Combustion Installation; Incinerator; Indirect Source of Air Contamination; Process, Exhaust or Ventilation System

### **Construction Management**

9.08 Approval of Plans and Specifications for Wastewater Treatment Facilities

### **Fish and Wildlife**

9.09 Certificate to Possess and Sell Hatchery Trout in New York State

9.10 Commercial Inland Fisheries Licenses

9.11 Fishing Preserve License

9.12 Fur Breeder's License

9.13 Game Dealer's License

9.14 Licenses to breed Domestic Game Animals

9.15 License to Possess and Sell Live Game

9.16 Permit to Import, Transport and/or Export under Section 184.1 (11-0511)

9.17 Permit to Raise and Sell trout

9.18 Private Bass Hatchery Permit

9.19 Shooting Preserve Licenses

9.20 Taxidermy License

9.21 Permit – Article 15, (Protection of Water) – Dredge and Deposit Material in a Waterway

9.22 Permit – Article 15, (Protection of Water) – Stream Bed or Bank Disturbances

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# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

9.23 Permit – Article 24, (Freshwater Wetlands)

### **Hazardous Substances**

9.24 Permit to Use Chemicals for the Control or Elimination of Aquatic Insects

9.25 Permit to Use Chemicals for the Control or Elimination of Aquatic Vegetation

9.26 Permit to Use Chemicals for the Control or Elimination of Undesirable Fish

### **Lands and Forest**

9.27 Certificate of Environmental Safety (Liquid Natural Gas/Liquid Petroleum Gas)

9.28 Floating Object Permit

9.29 Marine Regatta Permit

9.30 Navigation Aid Permit

### **Marine Resources**

9.31 Digger’s Permit (Shellfish)

9.32 License of Menhaden Fishing Vessel

9.33 License for Non Resident Food Fishing Vessel

9.34 Non Resident Lobster Permit

9.35 Marine Hatchery and/or Off Bottom Culture Shellfish Permits

9.36 Permits to Take Blue Claw Crabs

9.37 Permit to Use Pond or Trap Net

9.38 Resident Commercial Lobster Permit

9.39 Shellfish Bed Permit

9.40 Shellfish Shipper’s Permits

9.41 Special Permit to Take Surf Clams from Waters other than the Atlantic Ocean

9.42 Permit – Article 25, (Tidal Wetlands)

### **Mineral Resources**

9.43 Mining Permit

9.44 Permit to Plug and Abandon (a non-commercial, oil, gas or solution mining well)

9.45 Underground Storage Permit (Gas)

9.46 Well Drilling Permit (Oil, Gas and Solution Salt Mining)

### **Solid Wastes**

9.47 Permit to Construct and/or operate a Solid Waste Management Facility

9.48 Septic Tank Cleaner and Industrial Waste Collector Permit

### **Water Resources**

9.49 Approval of Plans for Wastewater Disposal Systems

9.50 Certificate of Approval of Realty Subdivision Plans

9.51 Certificate of Compliance (Industrial Wastewater Treatment Facility)

9.52 Letters of Certification for Major Onshore Petroleum Facility Oil Spill Prevention and Control Plan

9.53 Permit Article 36, (Construction in Flood Hazard Areas)

9.54 Permit for State Agency Activities for Development in Coastal Erosion Hazards Areas

9.55 Permit for State Agency Activities for Development in Coastal Erosion Hazards

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# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

Areas		
9.56 State Pollutant Discharge Elimination System (SPDES) Permit	12.00 Preparation and revision of Statewide Environmental Plan.	1.04 Authorization Certificate (Credit Union Change of Location)
9.57 Approval – Drainage Improvement District	13.00 Protection of Natural and Man-made Beauty Program.	1.05 Authorization Certificate (Credit Union Charter)
9.58 Approval – Water (Diversion for Power)	14.00 Urban Fisheries Program.	1.06 Authorization Certificate (Credit Union Station)
9.59 Approval of Well System and Permit to Operate	15.00 Urban Forestry Program.	1.07 Authorization Certificate (Foreign Banking Corporation Change of Location)
9.60 Permit – Article 15, (Protection of Water) – Dam	16.00 Urban Wildlife Program.	1.08 Authorization Certificate (Foreign Banking Corp. Public Accommodations Office)
9.61 Permit – Article 15, Title 15 (Water Supply)	<b>ENVIRONMENTAL FACILITIES CORPORATION</b>	1.09 Authorization Certificate (Investment Company Branch)
9.62 River Improvement District Permits	1.0 Financing program for pollution control facilities for industrial firms and small businesses.	1.10 Authorization Certificate (Investment Company Change of Location)
9.63 River Regulatory District approvals	<b>DEPARTMENT OF FINANCIAL SERVICES (DEPARTMENT OF BANKING)</b>	1.11 Authorization Certificate (Investment Company Charter)
9.64 Well Drilling Certificate of Registration	1.00 Permit and approval programs:	1.12 Authorization Certificate (Licensed Lender Change of Location)
9.65 401 Water Quality Certification	1.01 Authorization Certificate (Bank Branch)	1.13 Authorization Certificate (Mutual Trust Company Charter)
10.00 Preparation and revision of Air Pollution State Implementation Plan.	1.02 Authorization Certificate (Bank Change of Location)	1.14 Authorization Certificate (Private Banker Charter)
11.00 Preparation and revision of Continuous Executive Program Plan.	1.03 Authorization Certificate (Bank Charter)	

## SECTION VI

# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

- 1.15 Authorization Certificate (Public Accommodation Office – Banks)
- 1.16 Authorization Certificate (Safe Deposit Company Branch)
- 1.17 Authorization Certificate (Safe Deposit Company Change of Location)
- 1.18 Authorization Certificate (Safe Deposit Company Charter)
- 1.19 Authorization Certificate (Savings Bank Charter)
- 1.20 Authorization Certificate (Savings Bank DeNovo Branch Office)
- 1.21 Authorization Certificate (Savings Bank Public Accommodations Office)
- 1.22 Authorization Certificate (Savings and Loan Association Branch)
- 1.23 Authorization Certificate (Savings and Loan Association Change of Location)
- 1.24 Authorization Certificate (Savings and Loan Association Charter)
- 1.25 Authorization Certificate (Subsidiary Trust Company Charter)

- 1.26 Authorization Certificate (Trust Company Branch)
- 1.27 Authorization Certificate (Trust Company – Change of Location)
- 1.28 Authorization Certificate (Trust Company Charter)
- 1.29 Authorization Certificate (Trust Company Public Accommodations Office)
- 1.30 Authorization to Establish a Life Insurance Agency
- 1.31 License as a Licensed Lender
- 1.32 License for a Foreign Banking Corporation Branch

### **OFFICE OF GENERAL SERVICES**

- 1.00 Administration of the Public Lands Law for acquisition and disposition of lands, grants of land and grants of easement of land under water, issuance of licenses for removal of materials from lands under water, and oil and gas leases for exploration and development.

- 2.00 Administration of Article 4 B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultural significance.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition.
- 4.00 Administration of Article 5, Section 233, Subsection 5 of the Education Law on removal of archaeological and paleontological objects under the waters of the State.
- 5.00 Administration of Article 3, Section 32 of the Navigation Law regarding location of structures in or on navigable waters.
- 6.00 Section 334 of the State Real Estate Law regarding subdivision of waterfront properties on navigable waters to include the location of riparian lines.

### **DEPARTMENT OF HEALTH**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

## SECTION VI

# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

### 2.00 Permit and approval programs:

- 2.01 Approval of Completed Works for Public Water Supply Improvements
- 2.02 Approval of Plans for Public Water Supply Improvements.
- 2.03 Certificate of Need (Health Related Facility except Hospitals)
- 2.04 Certificate of Need (Hospitals)
- 2.05 Operating Certificate (Diagnostic and Treatment Center)
- 2.06 Operating Certificate (Health Related Facility)
- 2.07 Operating Certificate (Hospice)
- 2.08 Operating Certificate (Hospital)
- 2.09 Operating Certificate (Nursing Home)
- 2.10 Shared Health Facility Registration Certificate

### **DIVISION OF HOMES AND COMMUNITY RENEWAL AND ITS SUBSIDIARIES AND AFFILIATES**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Financial assistance/grant programs:
  - 2.01 Federal Housing Assistance Payments Programs (Section 8 Programs)
  - 2.02 Housing Development Fund Programs
  - 2.03 Neighborhood Preservation Companies Program
  - 2.04 Public Housing Programs
  - 2.05 Rural Initiatives Grant Program
  - 2.06 Rural Preservation Companies Program
  - 2.07 Rural Rental Assistance Program
  - 2.08 Special Needs Demonstration Projects
  - 2.09 Urban Initiatives Grant Program
  - 2.10 Urban Renewal Programs

- 3.00 Preparation and implementation of plans to address housing and community renewal needs.

### **OFFICE OF MENTAL HEALTH**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
  - 2.01 Operating Certificate (Community Residence)
  - 2.02 Operating Certificate (Family Care Homes)
  - 2.03 Operating Certificate (Inpatient Facility)
  - 2.04 Operating Certificate (Outpatient Facility)

### **DIVISION OF MILITARY AND NAVAL AFFAIRS**

- 1.0 Preparation and implementation of the State Disaster Preparedness Plan.

## SECTION VI

# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

### **NATURAL HERITAGE TRUST**

- 1.0 Funding program for natural heritage institutions.

### **OFFICE OF PARKS, RECREATION, AND HISTORIC PRESERVATION (INCLUDING REGIONAL STATE PARK COMMISSION)**

- 1.00 Acquisition, disposition, lease, grant of easement, or other activities related to the management of land under the jurisdiction of the Office.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 3.00 Funding program for recreational boating, safety, and enforcement.
- 4.00 Funding program for State and local historic preservation projects.
- 5.00 Land and Water Conservation Fund programs.
- 6.00 Nomination of properties to the Federal and/or State Register of Historic Places.

### 7.00 Permit and approval programs:

- 7.01 Floating Objects Permit
- 7.02 Marine Regatta Permit
- 7.03 Navigation Aide Permit
- 7.04 Posting of Signs Outside State Parks

### 8.00 Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation or related purposes.

### 9.00 Recreation services program.

### 10.00 Urban Cultural Parks Program.

### 11.00 Planning, construction, rehabilitation, expansion, demolition or the funding of such activities and/or projects funded through the Environmental Protection Fund (Environmental Protection Act of 1993) or Clean Water/Clean Air Bond Act of 1996.

### **OFFICE FOR PEOPLE WITH DEVELOPMENTAL DISABILITIES**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
  - 2.01 Establishment and Construction Prior Approval
  - 2.02 Operating Certificate Community Residence
  - 2.03 Outpatient Facility Operating Certificate

### **POWER AUTHORITY OF THE STATE OF NEW YORK**

- 1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of land under the jurisdiction of the Authority.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition.

## SECTION VI

# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

### **ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY (REGIONAL AGENCY)**

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Authority.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 3.00 Increases in special fares for transportation services to public water-related recreation resources.

### **NEW YORK STATE SCIENCE AND TECHNOLOGY FOUNDATION**

- 1.00 Corporation for Innovation Development Program.
- 2.00 Center for Advanced Technology Program.

### **DEPARTMENT OF STATE**

- 1.00 Appalachian Regional Development Program.

### 2.00 Coastal Management Program.

- 2.10 Planning, construction, rehabilitation, expansion, demolition or the funding of such activities and/or projects funded through the Environmental Protection Fund (Environmental Protection Act of 1993) or Clean Water/Clean Air Bond Act of 1996.

### 3.00 Community Services Block Grant Program.

### 4.00 Permit and approval programs:

- 4.01 Billiard Room License
- 4.02 Cemetery Operator
- 4.03 Uniform Fire Prevention and Building Code

### **STATE UNIVERSITY CONSTRUCTION FUND**

- 1.0 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

### **STATE UNIVERSITY OF NEW YORK**

- 1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of land under the jurisdiction of the University.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

### **DEPARTMENT OF TRANSPORTATION**

- 1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of land under the jurisdiction of the Department.
- 2.00 Construction, rehabilitation, expansion, or demolition of facilities, including but not limited to:
  - (a) Highways and parkways
  - (b) Bridges on the State highways system
  - (c) Highway and parkway maintenance facilities
  - (d) Rail facilities



## SECTION VI

# 6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

### 3.00 Financial assistance/grant programs:

- 3.01 Funding programs for construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation)
- 3.02 Funding programs for development of the ports of Albany, Buffalo, Oswego, Ogdensburg and New York
- 3.03 Funding programs for rehabilitation and replacement of municipal bridges
- 3.04 Subsidies program for marginal branch lines abandoned by Conrail
- 3.05 Subsidies program for passenger rail service

### 4.00 Permits and approval programs:

- 4.01 Approval of applications for airport improvements (construction projects)
- 4.02 Approval of municipal applications for Section 18 Rural and Small Urban Transit Assistance Grants (construction projects)
- 4.03 Approval of municipal or regional

transportation authority applications for funds for design, construction and rehabilitation of omnibus maintenance and storage facilities

- 4.04 Approval of municipal or regional transportation authority applications for funds for design and construction of rapid transit facilities
- 4.05 Certificate of Convenience and Necessity to Operate a Railroad
- 4.06 Highway Work Permits
- 4.07 License to Operate Major Petroleum Facilities
- 4.08 Outdoor Advertising Permit (for off premises advertising signs adjacent to interstate and primary highway)
- 4.09 Real Property Division Permit for Use of State Owned Property
- 5.00 Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.
- 6.00 Water Operation and Maintenance Program

Activities related to the containment of petroleum spills and development of an emergency oil spill control network.

### **DIVISION OF YOUTH**

- 1.0 Facilities construction, rehabilitation, expansion, or demolition or the funding for approval of such activities.

## SECTION VI

# 6.2. STATE ACTIONS AND PROGRAMS LIKELY TO AFFECT IMPLEMENTATION

Part 6.2 provides a more focused and descriptive list of the immediately preceding Part 6.1 listing under this LWRP Section 6, entitled “State Actions and Programs Likely to Affect Implementation”. It is recognized that a State agency’s ability to undertake these listed actions is subject to a variety of factors and considerations; that the consistency provisions of the approved LWRP may not apply; and, that the consistency requirements cannot be used to require a State agency to undertake an action it could not undertake pursuant to other provisions of law. Reference should be made to Section 2, Section 4, and Section 5, which discuss local goals, proposed projects, and local implementation techniques, including State assistance needed to implement the approved LWRP.

### **I. STATE ACTIONS AND PROGRAMS CANAL CORPORATION**

- Provision of approvals and permits for development activities, and the acquisition, disposition, lease, grant of easements or other activities on Canal Corporation lands.

### **DEPARTMENT OF ENVIRONMENTAL CONSERVATION**

- Funding assistance with planning studies and/or design and construction of projects targeted to control the erosion of steep slopes in the City’s waterfront area.
- Review and approval for septic system installation and replacement in areas without public septic systems of the waterfront, within the Syracuse WRA.
- Implement and administer Article 24 of the State’s Environmental Conservation Law for Syracuse wetlands areas.
- Map, adopt, and administer the State’s Section 505 Coastal Erosion Control legislation.
- Technical assistance, review, and approval of

public access improvements within the City’s waterfront areas.

### **DIVISION OF HOMES AND COMMUNITY RENEWAL**

- Funding and technical assistance with revitalization efforts in the Syracuse WRA.

### **ENVIRONMENTAL FACILITIES CORPORATION**

- Funding assistance for the planning, design and construction of sewer extensions or other improvement projects within the Syracuse WRA.

### **DEPARTMENT OF STATE**

- Funding and technical assistance for LWRP implementation of various planning, design and construction projects, as outlined in Section IV of this Program.
- Funding assistance through the Environmental Protection Fund for projects within the Syracuse WRA.
- Funding and technical assistance through

## SECTION VI

the Brownfield Opportunity Area Program for properties within the Syracuse WRA.

### **NEW YORK STATE ENERGY RESEARCH AND DEVELOPMENT AUTHORITY**

- Funding and technical assistance with energy efficiency studies and projects.

### **EMPIRE STATE DEVELOPMENT CORPORATION**

- Assistance is needed for the preparation of economic feasibility studies for the reuse of various deteriorated and underutilized structures, with the siting or improvement of public facilities and with revitalization efforts within the Syracuse WRA.

### **OFFICE OF GENERAL SERVICES**

- Prior to any development occurring in the water or on the immediate waterfront, OGS will be contacted for a determination of the State's interest in underwater or formerly underwater lands and for authorization to use and occupy such lands.

### **OFFICE OF PARKS, RECREATION, AND HISTORIC PRESERVATION**

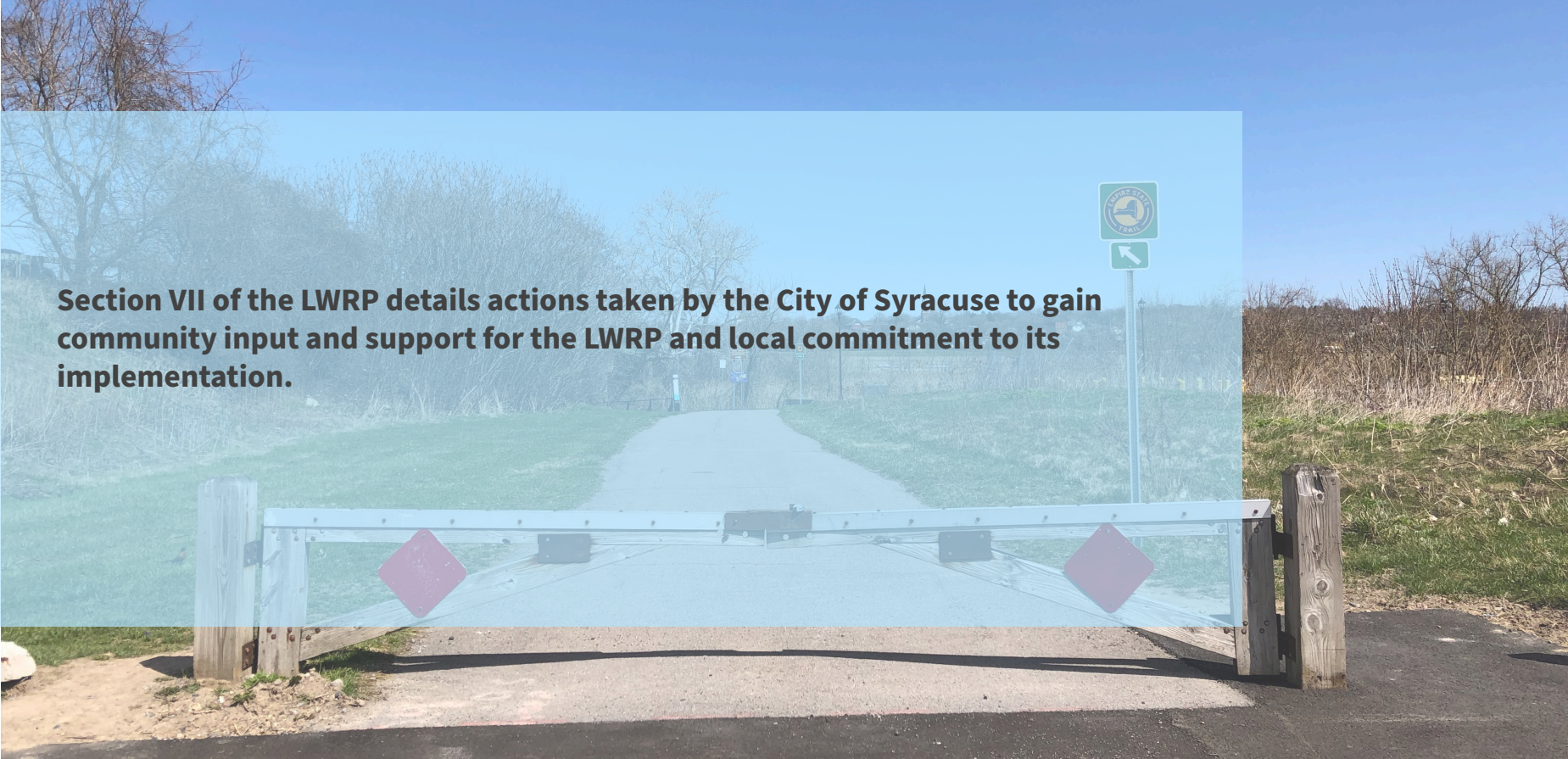
- Funding assistance for the planning, design and construction of expansion or

improvement projects within the WRA, near the Inner Harbor and Historic Barge Canal District.

- Funding approval under programs such as the Land and Water Conservation Fund and the Clean Water / Environmental Protection Fund for development of or improvements to waterfront parkland.
- Provide funding assistance to Town/city/village of ..... for the planning, development, construction, major renovation, or expansion of existing and planned recreational facilities located in or adjacent to waterfront area.

## SECTION VII

# LOCAL COMMITMENT AND CONSULTATION



**Section VII of the LWRP details actions taken by the City of Syracuse to gain community input and support for the LWRP and local commitment to its implementation.**

Empire State Trail

## SECTION VII

# LOCAL COMMITMENT AND CONSULTATION

**Community participation helped shape the City of Syracuse LWRP. The document reflects community vision and input obtained through a variety of outreach and engagement activities. Various engagement techniques were used to reach a wide audience within the community.**

### STAKEHOLDER OUTREACH

Stakeholder interviews were conducted during the LWRP process. Interviews were conducted with major stakeholders in the WRA, including Destiny USA, COR Development, SUNY Environmental Science and Forestry, and Onondaga County Office of the Environment.

### WATERFRONT ADVISORY COMMITTEE

The Waterfront Advisory Committee (WAC) was comprised of residents, City and County staff, community leaders, and local stakeholders. Members of the WAC included:

- David Aitken, Pyramid Management Group, LLC
- Julie Baldwin, New York State Department of

#### Transportation

- Neil Burke, City of Syracuse
- John Catanzarita, One Group
- Megan Costa, Onondaga County
- Eric Ennis, City of Syracuse
- Bob Graham, Creekrats
- Carlie Hanson, COR Development
- Colin Hillman, Syracuse Police Department
- Pat Hogan, Syracuse Common Council, 2nd District
- Russ Houck, City of Syracuse
- Owen Kerney, City of Syracuse
- Maren King, SUNY Environmental Science and Forestry
- Dan Kwasnowski, Onondaga County
- Doug LaLone, Preserve at 405
- Linda Llewellyn, City of Syracuse resident
- Kerry McElroy, New York State Department of Environmental Conservation
- Len Montreal, Montreal Construction
- Meredith Perrault, Syracuse University
- Tim Shore, Owner, Buried Acorn Restaurant
- Brendan Simon, New York State Canal

#### Corporation

- Amanda Vitale, CNY Regional Market
- Joshua Wilcox, City of Syracuse

The WAC met four (4) times throughout the project to review project documents and materials, identify project opportunities and concerns, and provide key background information to the project team. WAC meetings were held at key milestones to identify the community vision and preferred projects.

### MEETINGS WITH ELECTED OFFICIALS

The project team met with elected officials, New York State Senator Rachel May and Assemblyman William Magnarelli, who represent Senate District 48 and Assembly District 129, respectively, where the WRA is located. These meetings were held to provide an overview of the LWRP planning process and review project opportunities and concerns.

### PUBLIC WORKSHOPS

A total of three public workshops were held throughout the Syracuse LWRP project process. The workshops were held to inform the public about the LWRP process, and to gather feedback from the community.

## SECTION VII

# LOCAL COMMITMENT AND CONSULTATION

### Public Workshop #1

Public Workshop #1 was held virtually on September 13, 2021. The workshop introduced the LWRP planning process to the public, existing conditions, and key findings. The workshop included an interactive element to gauge the public's interest in various potential public improvements across the WRA. Parks and trails, water resources and access, and fish and wildlife habitats were identified as the top three most important assets in the WRA.

### Public Workshop #2

On May 4, 2022, an open-house was held in-person at the Historic Freight House on the Inner Harbor. The open house provided an opportunity for the public to learn about the LWRP and offer insights on specific focus areas within the WRA.

A virtual version of workshop #2 was held on May 17, 2022. Key themes emerging from both sessions included the need for additional lighting, ecological landscaping and habitat restoration, bicycle amenities, more dining options, and parking concerns.

### Public Workshop #3

On November 30, 2022, the final public workshop was held in person at Aloft Hotel. The workshop provided an opportunity for the public to provide direct feedback on the proposed projects in an open house format. The proposed projects were overall well-received.

### Public Surveys

Survey #1 was launched in concurrence with Public Workshop #2. This visual preference survey was divided into the focus areas as identified in the public workshop and received 421 responses. Enhanced landscaping, lighting, and amenities such as benches/seating, pavilions and bike racks, were ranked as high priorities throughout the WRA.

Survey #2 was conducted in conjunction with workshop #3 and gave the community the opportunity to provide feedback on all of the proposed project profiles. The survey received 291 responses offering a range of opinions on the proposed projects. The top five projects as ranked by respondents were:

- Loop the Lake Trail
- Inner Harbor Public Space Improvements



Public Workshop #2



Public Workshop #3

## SECTION VII

# LOCAL COMMITMENT AND CONSULTATION

- Creekwalk Enhancements
- Creation of a Mixed Use Entertainment Hub
- New Creekwalk Connections

### **Online Presence**

Throughout the duration of the project, the project team maintained a project website, [www.syracuselwrp.com](http://www.syracuselwrp.com). The project website was regularly updated to inform visitors about upcoming public engagement opportunities, any open surveys, and provided an overview about the project.

### **ADDITIONAL OUTREACH**

Multiple pop-up engagement opportunities were held during the LWRP planning process. On August 26, 2021 members of the project team held a pop-up at the Onondaga Creekwalk, and again on August 28, 2021 at the CNY Regional Market. The purpose of these pop-ups was to meet users of the trails and market customers in the WRA and get direct feedback on key elements of the project. Members of the public identified key assets in the WRA and had the opportunity to share what types of projects they'd like to see implemented in the WRA.

# **SYRACUSE LWRP APPENDICES**



# HARBOR MANAGEMENT PLAN

# City of Syracuse, NY Local Waterfront Revitalization Program Harbor Management Plan

In 1992, the NYS Executive Law Article 42, Waterfront Revitalization of Coastal Areas and Inland Waterways, was amended to provide local governments with the clear authority to comprehensively manage activities in near shore areas within their LWRP boundary by developing comprehensive harbor management plans (HMPs) and local laws to implement these plans.

Pursuant to Section 922 of Article 42 of the Executive Law, the City of Syracuse prepared a Harbor Management Plan to manage potential conflicting uses in Onondaga Lake, Onondaga Creek, Ley Creek, and Inner Harbor within the Syracuse Waterfront Revitalization Area boundary. Pursuant to 19 NYCRR Part 603, the HMP for the City of Syracuse WRA is included below and contains required information at a level of detail and to the extent commensurate with the local circumstances. References to other parts of the LWRP have been included to complement the content of the City of Syracuse Harbor Management Plan for the Onondaga Lake, Onondaga Creek, Ley Creek, and Inner Harbor.

The City of Syracuse Harbor Management Plan (HMP) addresses issues associated with the use of surface waters of the Onondaga Lake, Onondaga Creek, Ley Creek, and Inner Harbor within the City of Syracuse WRA. The City of Syracuse HMP for these waterways considers local and regional needs, the competing needs of recreational boating and fishing, habitat and other natural resource protection, water quality, public access, and recreation, open space and aesthetic values.

## City of Syracuse HMP Boundary

The City of Syracuse Harbor Management Plan (HMP) encompasses the extents of Onondaga Lake, Onondaga Creek, Ley Creek, and Inner Harbor that are in the City's jurisdiction within the WRA.

## Inventory and Analysis of Existing Conditions

Pursuant to 19 NYCRR Part 603.3 the contents of the HMP have been integrated into the LWRP document, primarily in Section 2. Information on the required topics, issues, etc. can be found in the document as illustrated in the table.

## Water Use Plan

The projects proposed in the City of Syracuse's HMP area, to expand or improve water-dependent uses or to protect the quality of waterways, are described in Section 4 of the LWRP.

19 NYCRR 603.3 HMP Items Covered in LWRP		Section
A	identification of the HMP boundary area;	Section 1, Page 6.
B	an inventory and analysis of existing uses, features and conditions in this area;	Section 2, Pages 12 - 106
C	identification and discussion of issues of local importance;	Section 2, Pages 11 - 106
D	identification and discussion of issues of regional importance;	Section 2, Pages 11 - 106 Section 3, Pages 107 - 158

E	discussion of opportunities, long and short-term goals and objectives;	Section 1, Page 2 Section 2, Pages 14 - 18, 24 - 45, 49, 61, 64, 73, 80, 83, 86, 88, 99, 101, 104 – 106, 161 - 163
F	identification of conditions which operate as constraints on utilization of underwater lands and navigable waters by the public;	Section 2, Pages 59 - 60, 71- 83
G	discussion of water dependent uses;	Section 2, Pages 59 - 60
H	identification and discussion of economic, cultural and social considerations fundamental to responsible management of underwater lands and navigable waters;	Section 2, Pages 59-60
I	a water use plan;	Appendix
J	specification of policies concerning present and future use and management of such areas;	Section 3
K	identification of capital projects necessary to implement the HMP;	Section 4, Pages 161-263
L	specification of existing and proposed techniques and authorities to implement the HMP; and	Section 5, Pages 264 - 284 Section 6, Pages 285 - 299
M	to the extent commensurate with the particular circumstance of the city, town or village, a HMP shall address the following considerations:	Section 3
	1. conflict and competition for space among the uses and users of harbors, surface waters and underwater lands;	Section 2, Pages 59 -60, 72-79
	2. regulation of the construction, size and location of wharves, docks, moorings, piers, jetties, platforms, breakwaters or other structures, whether temporary or permanent;	Section 2, Pages 54-58
	3. regional needs for any of the various uses or users likely to be attracted to the particular qualities of the area; and	NA
	4. where applicable;	
	(i) commercial shipping;	NA
	(ii) recreational boating;	Section 2, Pages 59 - 60
	(iii) commercial and recreational fishing and shellfishing;	Section 2, Pages 59 – 60, 69, 73 Section 4, Project 2, Project 15, Project 17
	(iv) aquaculture and mariculture;	NA
	(v) waste management;	Section 3, Policy 39
	(vi) mineral extraction;	NA
	(vii) dredging;	Section 2, Page 73 Section 3, Policy 15, Policy 35
	(viii) public access;	Section 2, Pages 46-53, 59 - 60, Section 3, Policies 19 - 22 Section 4, Projects 1-10, 15
	(ix) recreation;	Section 2, Pages 46-53, 101-104 Section 3, Policies 21 – 22,

		Section 4, Projects 1-7, 10-11, 15
	(x) habitats and other natural resource protection;	Section 2, Pages 65-79 Section 3, Policies 7 – 10
	(xi) water quality;	Section 2, Pages 71-79 Section 3, Policies 12 – 16, 30 – 41 Section 4, Project 17
	(xii) open space;	Section 2, Page 52, 54-55 Section 3, Policy 26 Section 4, Projects 10, 15
	(xiii) aesthetic values;	Section 2, Pages 84-89 Section 3, Policy 25, Section 4, Projects 1-7, 10-11, 15
	(xiv) Water dependent uses	Section 2, Pages 50-51, 59-60 Section 3, Policies 19 - 22 Section 4, Projects 2-3, 7, 15
	(xv) Common law riparian or littoral rights	Section 3, Policy 20
	(xvi) Public interest, including interests under the Public Trust Doctrine	Section 3, Policies 1 – 2, 4, 18, 19 – 26, 44 Section 4, Projects 1 - 17
N	HMPs shall also consider other circumstances determined to be of significance by the Secretary of State, and HMPs may also consider those determined to be of significance by the city, town or village.	All sections listed above.

**LOCAL WATERFRONT CONSISTENCY  
REVIEW LAW**

# City of Syracuse

## Waterfront Assessment Form

**A. INSTRUCTIONS**

1. Applicants, or, in the case of direct actions, City agencies shall complete this Waterfront Assessment Form (WAF) for proposed actions which are subject to the LWRP Consistency Review Law. This assessment is intended to supplement other information used by a City agency in making a determination of consistency with the policy standards set forth in the LWRP Consistency Review Law.
2. Before answering the questions in Section C, the preparer of this form should review the policies and policy explanations contained in the City of Syracuse Local Waterfront Revitalization Program (LWRP), a copy of which is on file in the offices of the City] Clerk. A proposed action should be evaluated as to its beneficial and adverse effects upon the coastal area and its consistency with the policy standards.
3. If any question in Section C on this form is answered "yes", the proposed action may affect the achievement of the LWRP policy standards contained in the Consistency Review Law. Thus, the action should be analyzed in more detail and, if necessary, modified prior to making a determination that is consistent with the LWRP policy standards. If an action cannot be certified as consistent with the LWRP policy standards and conditions, it shall not be undertaken.

**B. DESCRIPTION OF SITE AND PROPOSED ACTION**

- 1 Describe nature and extent of action:

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2. Type of City agency action (check appropriate response):

- a. Directly undertaken (e.g. construction, planning activity, agency regulation, land transaction)

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- b. Financial assistance (e.g. grant, loan, subsidy)

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c. Permit, approval, license, certification

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d. Agency undertaking action:

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3. If an application for the proposed action has been filed with a City, the following information shall be provided:

a. Name of applicant

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b. Mailing address:

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---

c. Telephone number:

(\_\_\_\_) \_\_\_\_\_

d. Property tax number:

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e. Application number, if any:

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4. Will the action be directly undertaken, require funding, or approval by a State or federal agency? Yes \_\_\_\_ No \_\_\_\_

If yes, which State or federal agency? \_\_\_\_\_

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1. Location of action (Street or Site Description and nearest intersection):

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6. Size of site (acres): \_\_\_\_\_

7. Amount (acres) of site to be disturbed: \_\_\_\_\_
8. Present land use: \_\_\_\_\_
9. Present zoning classification: \_\_\_\_\_
10. Describe any unique or unusual landforms on the project site (i.e. bluffs, wetlands, other geological formations): \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
11. Percentage of site that contains slopes of 15% or greater: \_\_\_\_\_
12. Streams, lakes, ponds or wetlands existing within or continuous to the project area?  
 (a) Name \_\_\_\_\_  
 (b) Size (in acres) \_\_\_\_\_
13. Is the property serviced by public water? Yes \_\_\_\_\_ No \_\_\_\_\_
14. Is the property serviced by public sewer? Yes \_\_\_\_\_ No \_\_\_\_\_

**C. WATERFRONT ASSESSMENT** (Check either "Yes" or "No" for each of the following questions). If the answer to any question above is yes, please explain in Section D any measures which will be undertaken to mitigate any adverse effects.

- |    |  |            |           |
|----|--|------------|-----------|
| 1. | Will the proposed action be located in, or contiguous to, or have a potentially adverse effect upon any of the resource areas found within the waterfront area (as identified in the Syracuse LWRP)? | <u>YES</u> | <u>NO</u> |
|    | (a) Significant fish or wildlife habitats?   | ___        | ___       |
|    | (b) Scenic resources of local or State-wide significance?  | <u>YES</u> | <u>NO</u> |
|    | (c) Important agricultural lands?  | ___        | ___       |
|    | (d) Natural protective features in a coastal erosion hazard area   | ___        | ___       |
|    | (e) Designated State or federal freshwater wetlands  | ___        | ___       |
|    | (f) Commercial or recreational use of fish and wildlife resources?   | ___        | ___       |
|    | (g) Existing or potential public recreation opportunities?   | ___        | ___       |
|    | (h) Structures, sites or districts of historic, archaeological or cultural   |            |           |



significance to the City, State or nation?      \_\_\_      \_\_\_

1. Will the proposed action involve or result in any of the following:
- (a) Physical alteration of land along the shoreline, underwater  
(b) land or surface waters?      \_\_\_      \_\_\_
  - (b) Physical alteration of two (2) acres or more of land  
located elsewhere in the waterfront area?      \_\_\_      \_\_\_
  - (c) Expansion of existing public services or infrastructure  
in undeveloped or low density areas of the waterfront area?      \_\_\_      \_\_\_
  - (d) Siting or construction of an energy generation facility  
not subject to Article VII or VIII of the Public Service Law?      \_\_\_      \_\_\_
  - (e) Excavation, filling or dredging in surface waters?      \_\_\_      \_\_\_
  - (f) Reduction of existing or potential public access to, or along,  
the shoreline?      \_\_\_      \_\_\_
  - (g) Sale or change in use of publicly-owned lands located on the  
shoreline or underwater?      \_\_\_      \_\_\_
  - (h) Development within a designated flood or erosion hazard area?      \_\_\_      \_\_\_
  - (i) Development on a beach, dune, bluff or other natural  
feature that provides protection against flooding or erosion?      \_\_\_      \_\_\_
  - (j) Construction or reconstruction of erosion protective structures?      \_\_\_      \_\_\_
  - (k) Diminished or degraded surface or groundwater quantity  
and/or quality?      \_\_\_      \_\_\_
  - (l) Removal of ground cover from the site?      \_\_\_      \_\_\_

3. PROJECT      YES      NO
- (a) If a project is to be located adjacent to shore:
    - (1) Does the project require a waterfront location?      \_\_\_      \_\_\_
    - (2) Will water-related recreation be provided?      \_\_\_      \_\_\_
    - (3) Will public access to the foreshore be provided?      \_\_\_      \_\_\_
    - (4) Will it eliminate or replace a water-dependent use?      \_\_\_      \_\_\_
    - (5) Will it eliminate or replace a recreational or maritime  
use or resource?      \_\_\_      \_\_\_

- |     |  |            |           |
|-----|--|------------|-----------|
| (b) | Is the project site presently used by the community neighborhood as an open space or recreation area?  | ___        | ___       |
| (c) | Will the project protect, maintain and/or increase the level And types or public access to water-related recreation Resources or facilities? | ___        | ___       |
| (d) | Does the project presently offer or include scenic views or Vistas that are known to be important to the community?                          | ___        | ___       |
| (e) | Is the project site presently used for commercial or recreational fishing or fish processing?  | ___        | ___       |
| (f) | Will the surface area of any local creek corridors or wetland areas be increased or decreased by the proposal?                               | ___        | ___       |
| (g) | Is the project located in a flood prone area?  | ___        | ___       |
| (h) | Is the project located in an area of high coastal erosion?   | ___        | ___       |
| (i) | Will any mature forest (over 100 years old) or other locally important vegetation be removed by the project?                                 | ___        | ___       |
| (j) | Do essential public services or facilities presently exist at or near the site?  | ___        | ___       |
| (k) | Will the project involve surface or subsurface liquid waste disposal?  | ___        | ___       |
| (l) | Will the project involve transport, storage, treatment or disposal of solid waste or hazardous materials?                                    | ___        | ___       |
| (m) | Will the project involve shipment or storage of petroleum products?  | ___        | ___       |
|     |  | <u>YES</u> | <u>NO</u> |
| (n) | Will the project involve the discharge of toxics, hazardous substances or other wastes or pollutants into coastal waters?                    | ___        | ___       |
| (o) | Will the project involve or change existing ice management practices?  | ___        | ___       |
| (n) | Will the project alter drainage flow, patterns or surface water runoff on or from the site?  | ___        | ___       |
| (p) | Will best management practices be utilized to control storm water runoff into coastal waters?  | ___        | ___       |

(q) Will the project cause emissions that would exceed federal or State air quality standards or generate significant amounts of nitrates or sulfates? \_\_\_\_\_

**D. REMARKS OR ADDITIONAL INFORMATION TO SUPPORT OR DESCRIBE ANY ITEM(S) CHECKED "YES" (Add any additional sheets necessary)**

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If you require assistance or further information in order to complete this form, please contact the City of Syracuse Planning Commission.

**Please submit completed form, along with one copy of a site/sketch plan to:**

City of Syracuse – City Planning Commission  
233 East Washington Street  
Syracuse, NY 13202

Preparer's Name (Please print) : \_\_\_\_\_

Affiliation: \_\_\_\_\_

Telephone Number: (\_\_\_\_\_) \_\_\_\_\_

Date: \_\_\_\_\_

**LOCAL WATERFRONT CONSISTENCY  
REVIEW LAW**

## **Local Waterfront Consistency Review Law**

City of Syracuse  
Local Law of the Year 2024

Be it enacted by the Planning Commission of the City of Syracuse as follows:

### **General Provisions**

#### **I. Title.**

This law may be known as the City of Syracuse Local Waterfront Revitalization Program (LWRP) Consistency Review Law.

#### **II. Authority and Purpose.**

- A. This local law is adopted under the authority of the Municipal Home Rule Law and the Waterfront Revitalization of Coastal Areas and Inland Waterways Act of the State of New York (Article 42 of the Executive Law).
- B. The purpose of this law is to provide a framework for the agencies of the City of Syracuse to incorporate the policies and purposes contained in the City of Syracuse Local Waterfront Revitalization Program (LWRP) when reviewing applications for actions or direct agency actions located within the waterfront revitalization area; and to assure that such actions and direct actions undertaken by City agencies are consistent with the LWRP policies and purposes.
- C. It is the intention of the City of Syracuse that the preservation, enhancement, and utilization of the unique waterfront revitalization area of the City occur in a coordinated and comprehensive manner to ensure a proper balance between protection of natural resources and the need to accommodate growth. Accordingly, this law is intended to achieve such a balance, permitting the beneficial use of waterfront resources while preventing: degradation or loss of living waterfront resources and wildlife; diminution of open space areas or public access to the waterfront; disruption of natural waterfront processes; impairment of scenic or historical resources; losses due to flooding, erosion, and sedimentation; impairment of water quality; or permanent adverse changes to ecological systems.
- D. The substantive provisions of this local law shall only apply while there is in existence a City of Syracuse Local Waterfront Revitalization Program that has been adopted in accordance with Article 42 of the Executive Law of the State of New York.

### III. Definitions.

- A. "Actions" include all the following, except minor actions:
- 1) projects or physical activities, such as construction or any other activities that may affect natural, manmade, or other resources in the waterfront revitalization area, or the environment, by changing the use, appearance, or condition of any resource or structure, that:
    - i. are directly undertaken by an agency; or
    - ii. involve funding by an agency; or
    - iii. require one or more new or modified approvals, permits, or review from an agency or agencies;
  - 2) agency planning and policymaking activities that may affect the environment and commit the agency to a definite course of future decisions;
  - 3) adoption of agency rules, regulations and procedures, including local laws, codes, ordinances, executive orders and resolutions that may affect waterfront resources or the environment; and
  - 4) any combination of the above.
- B. "Agency" means any board, agency, department, office, other body, or officer of the City of Syracuse.
- C. "Waterfront revitalization area" means that portion of New York State coastal waters and adjacent shorelands as defined in Article 42 of the Executive Law which is located within the boundaries of the City of Syracuse as shown on the coastal area map on file in the office of the Secretary of State and as delineated in the City of Syracuse Local Waterfront Revitalization Program (LWRP).
- D. "Waterfront Assessment Form (WAF)" means the form, a sample of which is appended to this local law, used by an agency or other entity to assist in determining the consistency of an action with the City of Syracuse Local Waterfront Revitalization Program.
- E. "Code Enforcement Officer" means the Building Inspector and/or Code Enforcement Officer of the City of Syracuse.
- F. "Consistent" means that the action will fully comply with the LWRP policy standards, conditions and objectives and, whenever practicable, will advance one or more of them.
- G. "Direct Actions" mean actions planned and proposed for implementation by an agency, such as, but not limited to, a capital project, rulemaking, procedure making and policy making.
- H. "Environment" means all conditions, circumstances, and influences surrounding and affecting the development of living organisms or other resources in the waterfront revitalization area.

- I. "Local Waterfront Revitalization Program" or "LWRP" means the City of Syracuse Local Waterfront Revitalization Program approved by the Secretary of State pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Article 42 of the Executive Law), a copy of which is on file in the Office of the Clerk of the City of Syracuse.
- J. "Minor actions" include the following actions, which are not subject to review under this law:
  - 1) maintenance or repair involving no substantial changes in an existing structure or facility;
  - 2) replacement, rehabilitation, or reconstruction of a structure or facility, in kind, on the same site, including upgrading buildings to meet building or fire codes, except for structures in areas designated by local law where structures may not be replaced, rehabilitated or reconstructed without a permit;
  - 3) repaving of existing paved highways not involving the addition of new travel lanes;
  - 4) street openings and right of way openings for the purpose of repair or maintenance of existing utility facilities;
  - 5) maintenance of existing landscaping or natural growth, except where threatened or endangered species of plants or animals are affected, and in Nature Preserves;
  - 6) granting of individual setback and lot line variances, except in relation to a regulated natural feature;
  - 7) minor temporary uses of land having negligible or no permanent impact on waterfront resources or the environment;
  - 8) installation of traffic control devices on existing streets, roads and highways;
  - 9) mapping of existing roads, streets, highways, natural resources, land uses and ownership patterns;
  - 10) information collection including basic data collection and research, water quality and pollution studies, traffic counts, engineering studies, surveys, subsurface investigations and soils studies that do not commit the agency to undertake, fund or approve any Type I or Unlisted action;
  - 11) official acts of a ministerial nature involving no exercise of discretion, including building permits and historic preservation permits where issuance is predicated solely on the applicant's compliance or noncompliance with the relevant local building or preservation code(s);

- 12) routine or continuing agency administration and management, not including new programs or major reordering of priorities that may affect the environment;
- 13) conducting concurrent environmental, engineering, economic, feasibility and other studies and preliminary planning and budgetary processes necessary to the formulation of a proposal for action, provided those activities do not commit the agency to commence, engage in or approve such action;
- 14) collective bargaining activities;
- 15) investments by or on behalf of agencies or pension or retirement systems, or refinancing existing debt;
- 16) inspections and licensing activities relating to the qualifications of individuals or businesses to engage in their business or profession;
- 17) purchase or sale of furnishings, equipment or supplies, including surplus government property, other than the following: land, radioactive material, pesticides, herbicides, or other hazardous materials;
- 18) adoption of regulations, policies, procedures and local legislative decisions in connection with any action on this list;
- 19) engaging in review of any part of an application to determine compliance with technical requirements, provided that no such determination entitles or permits the project sponsor to commence the action unless and until all requirements of this Part have been fulfilled;
- 20) civil or criminal enforcement proceedings, whether administrative or judicial, including a particular course of action specifically required to be undertaken pursuant to a judgment or order, or the exercise of prosecutorial discretion;
- 21) adoption of a moratorium on land development or construction;
- 22) interpreting an existing code, rule or regulation;
- 23) designation of local landmarks or their inclusion within historic districts;
- 24) emergency actions that are immediately necessary on a limited and temporary basis for the protection or preservation of life, health, property or natural resources, provided that such actions are directly related to the emergency and are performed to cause the least change or disturbance, practicable under the circumstances, to waterfront resources or the environment. Any decision to fund, approve or directly undertake other activities after the emergency has expired is fully subject to the review procedures of this Part;



25) local legislative decisions such as rezoning where the City Planning Commission determines the action will not be approved.

- K. Waterfront Advisory Committee" or "Committee" means the committee of the City of Syracuse, as created pursuant to this law. See V., below).

#### **IV. Management and Coordination of the LWRP.**

- A. The Waterfront Advisory Committee shall be responsible for overall management and coordination of the LWRP. In performing this task, the Waterfront Advisory Committee shall:
- 1) Inform the City Planning Commission on implementation, priorities, work assignments, timetables, and budgetary requirements of the LWRP.
  - 2) Make applications for funding from State, federal, or other sources to finance projects under the LWRP.
  - 3) Coordinate and oversee liaison between City agencies and departments, to further implementation of the LWRP.
  - 4) The Committee will also coordinate with NYS Department of State (DOS) regarding consistency review for actions by State or federal agencies. Coordination shall include providing an informal opinion on the proposed action to DOS, at DOS's request, within 15 days of said request, regardless of any requirement for a local consistency decision.
  - 5) Prepare an annual report on progress achieved and problems encountered in implementing the LWRP, and recommend actions necessary for further implementation to the City Planning Commission.
  - 6) Perform other functions regarding the waterfront revitalization area and direct such actions or projects as are necessary, or as the City Planning Commission may deem appropriate, to implement the LWRP.
  - 7) In order to foster a strong relationship and maintain an active liaison among the agencies responsible for implementation of the LWRP, the Waterfront Advisory Committee/Planning Department shall schedule at least semi-annually a LWRP coordinating council/assembly, including but not limited to representatives of the City Planning Commission, Common Council, Zoning Board of Appeals, Waterfront Advisory Committee, and such other departments or individuals charged with LWRP implementation.

#### **V. Management and Coordination of the LWRP.**

- A. The existing Waterfront Development Committee of the City of Syracuse will serve as the implementing organization for the LWRP. The Committee shall meet monthly and shall advise the City Planning Commission on LWRP implementation and on policy, project and budget

priorities, as well as on amendments to the LWRP. The Committee may also perform other functions regarding the waterfront revitalization area as they may assign to it from time to time.

## **VI. Review of Actions.**

- A. Whenever a proposed action is located in the waterfront area, each City agency shall, prior to approving, funding or undertaking the action, make a determination that it is consistent with the LWRP policy standards summarized in section I. below. No action in the waterfront area shall be approved, funded or undertaken by an agency without such a determination.
- B. The Committee shall be responsible for coordinating review of actions in the City's waterfront area for consistency with the LWRP, and will advise, assist and make consistency recommendations for other City agencies in the implementation of the LWRP, its policies and projects, including physical, legislative, regulatory, administrative, and other actions included in the program. This coordination will involve the assistance of a third party, such as an independent consulting firm, to review and advise on the application's consistency with the LWRP and its associated policies.
- C. The Committee will assist each agency with preliminary evaluation of actions in the waterfront area, and with preparation of a WAF. Whenever an agency receives an application for approval or funding of an action, or as early as possible in the agency's formulation of a direct action to be located in the waterfront area, the agency shall refer such application or direct action to the Committee, within ten (10) days of its receipt, for preparation of a WAF, a sample of which is appended to this local law.
- D. The Committee shall require the applicant to submit all completed applications, EAFs, and any other information deemed necessary to its consistency recommendation. The recommendation shall indicate whether, in the opinion of the Committee, the proposed action is consistent with or inconsistent with one or more of the LWRP policy standards and objectives and shall elaborate in writing the basis for its opinion. The Committee shall, along with its consistency recommendation, make any suggestions to the agency concerning modification of the proposed action, including the imposition of conditions, to make it consistent with LWRP policy standards and objectives or to greater advance them. Such recommendation shall go to the agency within thirty (30) days of receipt of the completed information submitted by the applicant.
- E. If an action requires approval of more than one agency, decision making will be coordinated between agencies to determine which agency will conduct the final consistency review, and that agency will thereafter act as designated consistency review agency. Only one WAF per action will be prepared. If the agencies cannot agree, the Waterfront Development Committee Chairperson shall designate the consistency review agency.

- F. Upon recommendation of the Committee, the agency shall consider whether the proposed action is consistent with the LWRP policy standards summarized in section I. herein. Prior to making its determination of consistency, the agency shall consider the consistency recommendation of the Committee. The agency shall render a written determination of consistency based on the WAF, the Committee recommendation and such other information as is deemed necessary to its determination. No approval or decision shall be rendered for an action in the waterfront area without a determination of consistency. The designated agency will make the final determination of consistency.

The Zoning Board of Appeals is the designated agency for the determination of consistency for variance applications subject to this law. The Zoning Board of Appeals shall consider the written consistency recommendation of the Committee in the event and at the time it makes a decision to grant such a variance and shall impose appropriate conditions on the variance to make the activity consistent with the objectives of this law.

- G. Where an EIS is being prepared or required, the draft EIS must identify applicable LWRP policies and standards and include a discussion of the effects of the proposed action on such policy standards. No agency may make a final decision on an action that has been the subject of a final EIS and is located in the waterfront area until the agency has made a written finding regarding the consistency of the action with the local policy standards referred to in Section I. herein.
- H. In the event the Committee's recommendation is that the action is inconsistent with the LWRP, and the agency makes a contrary determination of consistency, the agency shall elaborate in writing the basis for its disagreement with the recommendation and explain the manner and extent to which the action is consistent with the LWRP policy standards.
- I. Actions to be undertaken within the waterfront area shall be evaluated for consistency in accordance with the following summary of LWRP policies, which are derived from and further explained and described in the City of Syracuse LWRP, a copy of which is on file in the City Planning Commission office and available for inspection during normal business hours. Agencies which undertake direct actions shall also consult with Section IV-Proposed Land and Water Uses and Projects of the LWRP, in making their consistency determination. The action shall be consistent with the policies to:
- 1) Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational and other compatible uses (Policy 1).
  - 2) Retain, develop and promote water-dependent uses and facilities on or adjacent to coastal waters (Policy 2).
  - 3) Further develop the State's major ports of Albany, Buffalo, New York, Ogdensburg, and Oswego as centers of commerce and industry, and encourage the siting, in these port areas, including those under the jurisdiction of State public authorities, of land use and

- development which is essential to, or in support of, the waterborne transportation of cargo and people (Policy 3).
- 4) Strengthen the economic base of small harbor areas by encouraging traditional uses and activities (Policy 4).
  - 5) Ensure that development occurs where adequate public infrastructure is available (Policy 5).
  - 6) Streamline development permit procedures (Policy 6).
  - 7) Protect, preserve and, where practical, restore significant and locally important fish and wildlife habitats from human disruption and chemical contamination (Policies 7, 8).
  - 8) Expand recreational use of fish and wildlife resources by increasing access to existing resources, supplementing existing stocks, and developing new resources. (Policy 9).
  - 9) Maintain, promote and expand commercial fishing opportunities (Policies 10).
  - 10) Minimize flooding and erosion hazards through non-structural means, protecting natural protective features, construction of carefully-selected long-term structural measures and appropriate siting of structures (Policies 11, 12, 13, 14, 16, and 17).
  - 11) Public funds shall be used for erosion protection structures only where necessary and in an appropriate manner (Policy 16).
  - 12) Safeguard economic, social and environmental interests in the waterfront area when major actions are undertaken (Policy 18).
  - 13) Maintain and improve public access to the shoreline and to water-related recreational facilities while protecting the environment and being compatible with adjoining uses (Policies 19 and 20).
  - 14) Encourage, facilitate and give priority to water-dependent and water-enhanced recreation (Policy 21).
  - 15) Encourage development, when located near the shore, to provide for water related recreation where compatible (Policy 22).
  - 16) Protect and restore historic and archeological resources (Policy 23).
  - 17) Prevent impairment to, protect, restore or enhance scenic resources (Policy 24, 25).
  - 18) Conserve and protect agricultural lands (Policy 26).

- 19) Site and construct energy facilities in a manner which will be compatible with the environment and contingent upon the need for a waterfront or water location and in such a manner as to avoid adverse impacts when in operation (Policies 27, 29 and 40).
  - 20) Undertake ice management practices in a manner that avoids adverse coastal impacts (Policy 28).
  - 21) Protect surface and groundwater from direct and indirect discharge of pollutants and from overuse (Policies 30, 31, 32, 33, 34, 35, 36, 37 and 38).
  - 22) Ensure that dredging and dredge spoil disposal in a manner protective of natural resources (Policies 15 and 35).
  - 23) Ensure that any transportation, handling or disposal of hazardous wastes and effluent is undertaken in a manner which will not adversely affect the environment (Policies 8, 30, 36 and 39).
  - 24) Protect air quality (Policies 41, 42 and 43).
  - 25) Preserve and protect tidal and freshwater wetlands (Policy 44).
- J. If the agency determines that an action will be inconsistent with one or more LWRP policy standards or objectives, such action shall not be undertaken unless modified to be consistent with the LWRP policies.
  - K. Each agency shall maintain a file for each action made the subject of a consistency determination, including any recommendations received from the Committee. Such files shall be made available for public inspection upon request.

## **VII. Enforcement.**

In the event that an activity is being performed in violation of this law or any conditions imposed thereunder, the Building Inspector or any other authorized official of the City shall issue a stop work order and all work shall immediately cease. No further work or activity shall be undertaken on the project so long as a stop work order is in effect.

## **VIII. Violations.**

- A. A person who violates any of the provisions of, or who fails to comply with any condition imposed by, this law shall have committed a violation, punishable by a fine not exceeding five hundred dollars (\$500.00) for a conviction of a first offense and punishable by a fine of one thousand dollars (\$1000.00) for a conviction of a second or subsequent offense. For the

purpose of conferring jurisdiction upon courts and judicial officers, each week of continuing violation shall constitute a separate additional violation.

- B. The City Attorney is authorized and directed to institute any and all actions and proceedings necessary to enforce this local law. Any civil penalty shall be in addition to and not in lieu of any criminal prosecution and penalty.

**IX. Severability.**

The provisions of this law are severable. If any provision of this law is found invalid, such finding shall not affect the validity of this law as a whole or any law or provision hereof other than the provision so found to be invalid.

**I. Effective Date.**

This local law shall take effect immediately upon its filing in the office of the Secretary of State in accordance with Section 27 of the Municipal Home Rule Law.

**GUIDELINES FOR NOTIFICATION  
AND REVIEW OF STATE AGENCY  
ACTIONS WHERE LOCAL  
WATERFRONT REVITALIZATION  
PROGRAMS ARE IN EFFECT**

# Guidelines for Notification and Review of State Agency Actions Where Local Waterfront Revitalization Programs are in Effect

## I. PURPOSES OF GUIDELINES

- A. The Waterfront Revitalization of Coastal Areas and Inland Waterways Act (the Act) (Article 42 of the Executive Law) and the Department of State's regulations (19 NYCRR Part 600) require certain state agency actions identified by the Secretary of State to be consistent to the maximum extent practicable with the policies and purposes of approved Local Waterfront Revitalization Programs (LWRPs). These guidelines are intended to assist state agencies in meeting that statutory consistency obligation.
- B. The Act also requires that state agencies provide timely notice to the affected local government whenever an identified action will occur within an area covered by an approved LWRP. These guidelines describe a process for complying with this notification requirement. They also provide procedures to assist local governments in carrying out their review responsibilities in a timely manner.
- C. The New York State Secretary of State is required by the Act to confer with state agencies and local governments when notified by a local government that a proposed state agency action may conflict with the policies and purposes of its approved LWRP. These guidelines establish a procedure for resolving such conflicts.

## II. DEFINITIONS

- A. **Action** means:
  - 1. A "Type 1" or "Unlisted" action as defined by the State Environmental Quality Review Act (SEQRA);
  - 2. Occurring within the boundaries of an approved LWRP; and
  - 3. Being taken pursuant to a state agency program or activity which has been identified by the Secretary of State as likely to affect the policies and purposes of the LWRP.
- B. **Consistent to the maximum extent practicable** means that an action will not substantially hinder the achievement of any of the policies and purposes of an approved LWRP and, whenever practicable, will advance one or more of such policies. If an action will substantially hinder any of the policies or purposes of an approved LWRP, then the action must be one:
  - 1. For which no reasonable alternatives exist that would avoid or overcome any substantial hindrance;



2. That will minimize all adverse effects on the policies or purposes of the LWRP to the maximum extent practicable; and
  3. That will result in an overriding regional or statewide public benefit.
- C. **Local Waterfront Revitalization Program** or **LWRP** means a program prepared and adopted by a local government and approved by the Secretary of State pursuant to Executive Law, Article 42; which program contains policies on the management of land, water and man-made resources, proposed land uses and specific projects that are essential to program implementation.
- D. **Municipal chief executive officer** is the City Mayor, or City Manager in cities where an appointed city manager is the administrative head of the city; the Village Mayor; or the Town Supervisor. The NYS DOS Local Government Handbook provides more information about who would be considered the chief executive officer under various municipal executive structures.<sup>1</sup>
- E. **Local program coordinator** of a municipality with an approved LWRP could be a designated person or a Committee responsible for the preliminary review of proposed actions within the

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<sup>1</sup> Excerpts from the NYS DOS Local Government Handbook 6th Edition (2009) related to chief executive officers:

- I. Cities: "In general, city government falls into four broad categories:
  - council-manager, under which an appointed professional manager is the administrative head of the city, the council is the policymaking body and the mayor, if the position exists, is mainly a ceremonial figure. The manager usually has the power to appoint and remove department heads and to prepare the budget, but does not have veto power over council actions;
  - strong mayor-council, under which an elective mayor is the chief executive and administrative head of the city, and the council is the policy making body. The mayor usually has the power to appoint and remove agency heads, with or without council confirmation; to prepare the budget; and to exercise broad veto powers over council actions. This form sometimes includes a professional administrator appointed by the mayor and is then called the "mayor-administrator plan;"
  - weak mayor-council, under which the mayor is mainly a ceremonial figure. The council is not only the policy making body, it also provides a committee form of administrative leadership. It appoints and removes agency heads and prepares budgets. There is generally no mayoral veto power; and
  - commission, under which commissioners are elected by the voters to administer the individual departments of the city government and together form the policy making body. In some cases one of the commissioners assumes the ceremonial duties of a mayor, on a rotating basis. This plan sometimes includes a professional manager or administrator." P. 53
- II. New York City: "The mayor serves as the chief executive officer of the city, and with the assistance of four deputy mayors, presides over many departments, offices, commissions and boards. The mayor may create, modify or abolish bureaus, divisions or positions within the city government. The mayor, who may be elected to serve a maximum of two four-year terms, is responsible for the budget and appoints and removes the heads of city agencies and other non-elected officials." P. 57
- III. Towns: "The supervisor is more of an administrator than an executive. The supervisor's duties under law are to: act as treasurer and have care and custody of monies belonging to the town; disburse monies; keep an accurate and complete account of all monies; make reports as required; pay fixed salaries and other claims; and lease, sell, and convey properties of the town, when so directed by the town board." and "By delegating a few more specific powers, the Suburban Town Law gives the supervisor a bit more authority. Although designated as "chief executive officer," however, the Suburban Town supervisor has no major new executive powers." P. 62
- IV. Villages: "The chief executive officer of most villages in New York State is the mayor." P. 70

waterfront area for consistency with an approved LWRP and consistency recommendations for the final determination of consistency that will be made by the local government.

**III. NOTIFICATION PROCEDURE**

- A. When a state agency is considering an action as described in II.DEFINITIONS, the state agency shall notify the City of Syracuse.
- B. Notification of a proposed action by a state agency:
  - 1. Shall fully describe the nature and location of the action;
  - 2. Shall be accomplished by use of existing state agency notification procedures, or through an alternative procedure agreed upon by the state agency and City of Syracuse; and
  - 3. Should be provided to the local official identified in the LWRP of the City of Syracuse as early in the planning stages of the action as possible, but in any event at least 30 days prior to the agency's decision on the action. The timely filing of a copy of a completed Waterfront Assessment Form with the municipal chief executive officer should be considered adequate notification of a proposed action.
- C. If the proposed action will require the preparation of a draft environmental impact statement, the filing of this draft document with the municipal chief executive officer can serve as the state agency's notification to the City of Syracuse.

**IV. LOCAL GOVERNMENT REVIEW PROCEDURE**

- A. Upon receipt of notification from a state agency, the City of Syracuse will be responsible for evaluating a proposed action against the policies and purposes of its approved LWRP. Upon request of the local program coordinator identified in the LWRP, the state agency should promptly provide the City of Syracuse with whatever additional information is available which will assist the City to evaluate the proposed action.
- B. If the City of Syracuse cannot identify any conflicts between the proposed action and the applicable policies and purposes of its approved LWRP, it should inform the state agency in writing of its finding. Upon receipt of the City of Syracuse's finding, the state agency may proceed with its consideration of the proposed action in accordance with 19 NYCRR Part 600.
- C. If the City of Syracuse does not notify the state agency in writing of its finding within the established review period, the state agency may then presume that the proposed action does not conflict with the policies and purposes of the municipality's approved LWRP.
- D. If the City of Syracuse notifies the state agency in writing that the proposed action does conflict with the policies and/or purposes of its approved LWRP, the state agency shall not proceed with its consideration of, or decision on, the proposed action as long as the Resolution of Conflicts procedure established in V. RESOLUTION OF CONFLICTS shall apply. The City of Syracuse shall forward a copy of the identified conflicts to the Secretary of State at the time when the state agency is notified. In notifying the state agency, the City of Syracuse shall identify the specific policies and purposes of the LWRP with which the proposed action conflicts.

**V. RESOLUTION OF CONFLICTS**

- A. The following procedure applies whenever a local government has notified the Secretary of State and state agency that a proposed action conflicts with the policies and purposes of its approved LWRP:
1. Upon receipt of notification from the City of Syracuse that a proposed action conflicts with its approved LWRP, the state agency should contact the local program coordinator to discuss the content of the identified conflicts and the means for resolving them. A meeting of state agency and local government representatives may be necessary to discuss and resolve the identified conflicts. This discussion should take place within 30 days of the receipt of a conflict notification from the City of Syracuse.
  2. If the discussion between the City of Syracuse and the state agency results in the resolution of the identified conflicts, then, within seven days of the discussion, the City of Syracuse shall notify the state agency in writing, with a copy forwarded to the Secretary of State, that all of the identified conflicts have been resolved. The state agency can then proceed with its consideration of the proposed action in accordance with 19 NYCRR Part 600.
  3. If the consultation between the City of Syracuse and the state agency does not lead to the resolution of the identified conflicts, either party may request, in writing, the assistance of the Secretary of State to resolve any or all of the identified conflicts. This request must be received by the Secretary within 15 days following the discussion between the local government and the state agency. The party requesting the assistance of the Secretary of State shall forward a copy of their request to the other party.
  4. Within 30 days following the receipt of a request for assistance, the Secretary, or a Department of State official or employee designated by the Secretary, will discuss the identified conflicts and circumstances preventing their resolution with appropriate representatives from the state agency and City of Syracuse.
  5. If agreement among all parties cannot be reached during this discussion, the Secretary shall, within 15 days, notify both parties of his/her findings and recommendations.
  6. The state agency shall not proceed with its consideration of, or decision on, the proposed action as long as the foregoing Resolution of Conflicts procedures shall apply.

# **COMMUNITY ENGAGEMENT SUMMARIES**



City of Syracuse

## LOCAL WATERFRONT REVITALIZATION PROGRAM

August 2021 Pop-Up Engagement Events

### WORKSHOP AND ONLINE SURVEY SUMMARY

The project team held several pop-up engagement events during the month of August to obtain input from the community about the Syracuse Local Waterfront Revitalization Program (LWRP) and future waterfront development. The project team set up pop-up booths with interactive boards at the CNY Regional Market and along the Creekwalk to obtain feedback from the public. The boards and their results are presented in this document.

#### **Question 1: In your opinion, what is the Syracuse Waterfront Revitalization Area's greatest asset?**

This board asked community members their opinion on the WRA's greatest asset. The following summaries the responses received.

- Trails / Creekwalk (x8)
- Birdwatching (x3)
- Nature / Natural stuff (x3)
- Regional Market (x2)
- History
- Infrastructure
- Walking
- Boat docks
- Water and Lake
- Parks, Lake, Waterfront
- Food carts – ice cream available on Creekwalk on weekends
- Trail upkeep and maintenance
- Nice area
- Promotes city life
- Green Technology Park
- Great place to run



**Question 2: If no barriers existed, what is one project you would like to see implemented in the Syracuse WRA?**

The following summaries the responses received.

- Development – mixed-use, housing, commercial, businesses, breweries, bars, shops on the water (x5)
- Loop the Lake Trail (x3)
- Clean up lake and water (x3)
- Interpretive signage / historic markers / walking tours (x3)
- Restrooms / visitor amenities along trail (x2)
- Better management of vegetation and trash cans along trail (x2)
- More trees and green in the area (x2)
- Safety of trail (x2)
- Make area more pedestrian friendly (x2)
- Connect neighborhoods to the area / bike + ped bridge to neighborhood (x2)
- Adaptive reuse of existing structures / industrial uses
- High end steakhouse
- Aquarium or indoor waterpark
- Lighting along trail
- Commercial development downtown
- Reuse old infrastructure of the canal
- History festival / Canal days
- Branch library / OCC
- More music
- More water activities
- Concerts, farmers markets and gathering spaces
- More programmable open space for youth



**Question 3: Please share any additional information you believe our team should know or consider.**

- I-81 project concerns (x2)
- Security concerns on trails and Creekwalk including lighting (x3)
- Concern with chemicals / environmental contamination / train tracks in the area (x3)
- Roth Steel site
- Smell from WWTP
- Protect the existing ecosystem
- Don't want to see Murphy's Island extension (impact eagles)
- Development in the area is welcome if recreational areas stay green
- Murphy Island Trail is important to preserve wildlife and the environment
- Need car for everything, more walkable, everything in 15 minutes
- Increase pedestrian movement
- ADA-accessibility
- Bikers are fast on the trail
- Ensure wide enough routes for bikes equals generous spaces
- Canal trail - don't like Erie Boulevard
- Still feels disconnected / industrial
- Make Ley Creek nicer
- More garbage cans needed on Creekwalk
- Adjacent north side neighborhoods need attention (just outside boundary)
- Don't need more commercial
- Mall on waterfront doesn't work
- Don't lose existing residential
- Willow Basket history
- Tell history of the area and lake
- retain historic integrity
- Baltimore case study (Portland, Seattle, Buffalo)
- Do what Buffalo did
- Annual big event (corporate challenge)
- Youth opportunities (arts, etc)
- Has potential
- Ice sailing on lake
- See City lab website
- Airforce jet in the lake
- more entertainment including bands at the Amphitheatre
- Parking at market is poorly designed
- Not enough parking downtown
- a lot of parking lots/pavement
- Population growth
- Homelessness



City of Syracuse

## LOCAL WATERFRONT REVITALIZATION PROGRAM

Public Workshop #1 (Virtual)

September 13, 2021 @ 6:30 PM

### MEETING SUMMARY

Owen Kerney (City of Syracuse) thanked the public viewers for their attendance and participation. He provided a brief introduction of the Local Waterfront Revitalization Program (LWRP) project.

#### Presentation

Kimberly Baptiste and Samantha Aldrich (Bergmann) walked through a PowerPoint presentation describing the LWRP planning process and key findings of the existing conditions analysis. Please see attached PowerPoint presentation for additional detail, which highlights the following topic areas:

- Welcome and Introductions
- Overview of the LWRP
- LWRP Process
- Existing Conditions Analysis – Key Findings
- Next Steps
- Interactive Exercise



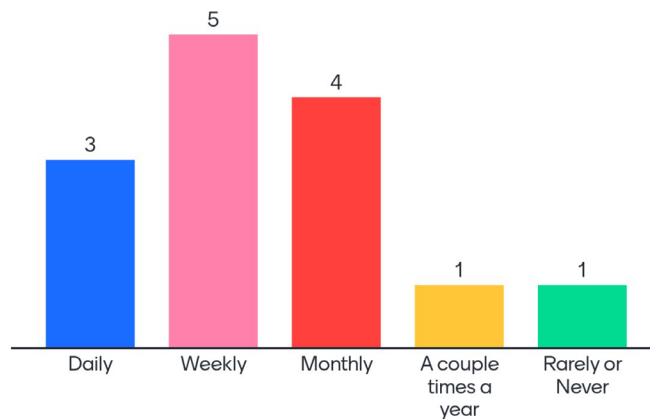




**Interactive Exercise**

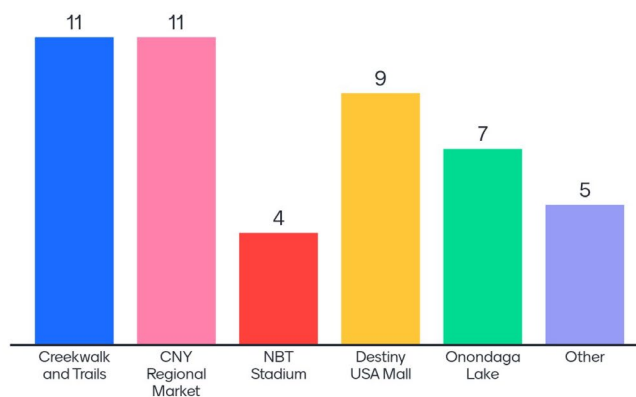
Following the PowerPoint Presentation, public attendees were invited to participate in an online, interactive survey regarding their experience, preferences and desires for the Syracuse Waterfront Revitalization Area. A summary of this input is provided below. The full survey is attached.

**Question 1: How often do you visit destinations within the Syracuse WRA?**



The majority of participants visit destinations within the Syracuse WRA weekly (5), followed by monthly (4), and daily (3). Few participants indicated they visit the Syracuse WRA a couple times per year or rarely/never.

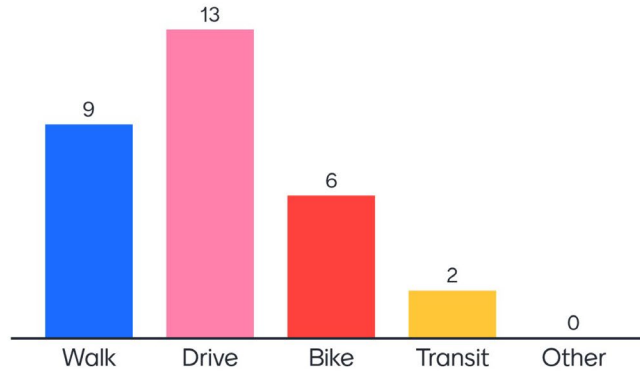
**Question 2: What destinations do you visit/use in the Syracuse WRA?**



The majority of participants indicated they visit the Creekwalk/Trails (11), CNY Regional Market (11) and Destiny Mall (9) most frequently in the Syracuse WRA. Other frequented destinations include Onondaga Lake and NBT Stadium.

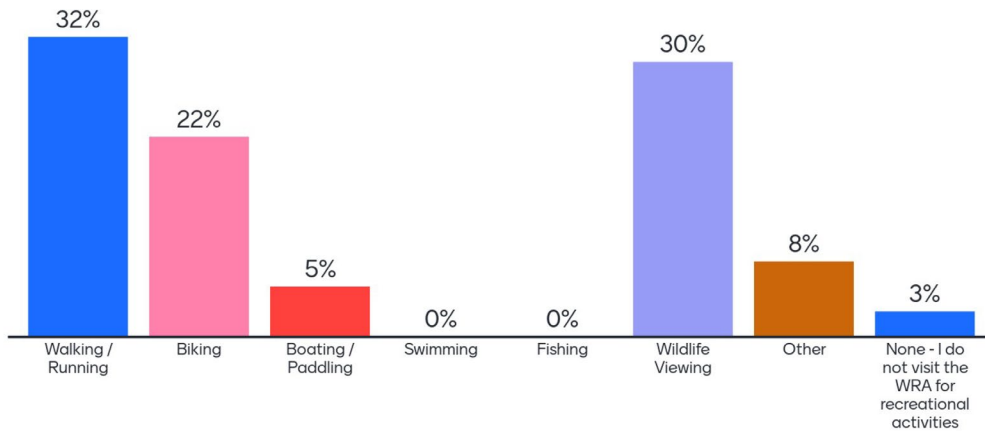


**Question 3: How do you typically get to waterfront destinations?**



The majority of respondents indicated they typically access waterfront destinations by driving (13) followed by walking (9) and biking (6). Very few participants (2) said they utilized public transit to get to waterfront destinations.

**Question If you visit the Syracuse WRA, which recreational-based activities do you participate in?**



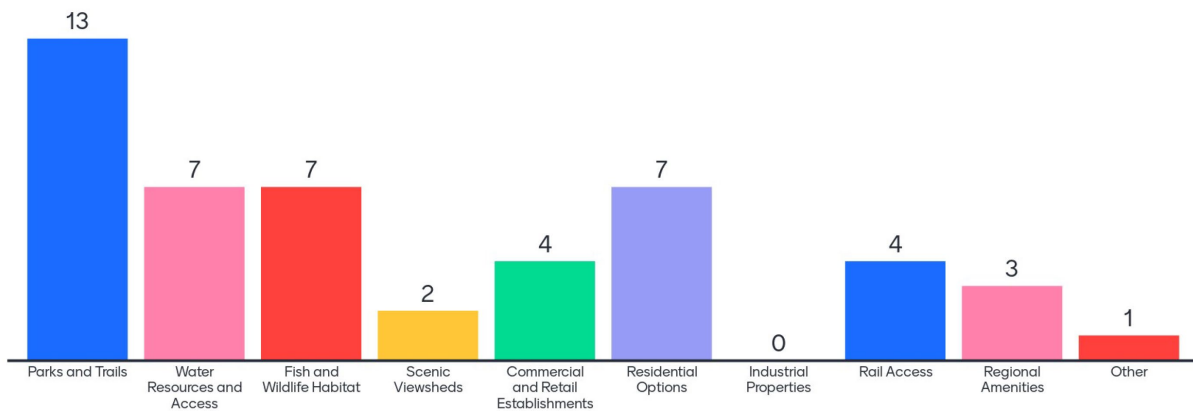
The majority of respondents said they most frequently participate in walking /running (32%) followed by wildlife viewing (30%) and biking (22%). It is apparent that respondent who participated in this survey rarely engage in water-based activities, such as boating, swimming and fishing.



**Question 5: In one word, how would you describe the Syracuse WRA today?**

- Underutilized / Underused
- Improving
- Opportunity / Opportunities
- Changing
- Empty
- Asphalt
- Cars
- Potential

**Question 6: In your opinion, what are the most important assets in the WRA? Choose your top three priorities.**



The most important assets identified by participants include parks/trails (13) followed by water resources/access (7), fish and wildlife habitat (7) and residential options (7). Lower priority assets in the WRA identified by participants included commercial/retail establishments (4), rail access (4), regional amenities (3) and scenic viewsheds (2).

**Question 7: In your opinion, what are the most important issues the LWRP should address? Please select up to three.**

- Neighborhood Revitalization / Economic Development (24%)
- Public Access to the Waterfront (22%)
- Water Quality (22%)
- Trail Connectivity (15%)
- Expanded Tourism Offerings (9%)
- More Recreational Opportunities (2%)
- Natural Resource Preservation (4%)
- Natural Hazards (2%)



**Question 8: What improvements would you like to see in the Syracuse WRA?**

- Better connectivity between destinations (33%)
- Increased amenities (27%)
- More Public Access Points (22%)
- More Formal Events and Activities (10%)
- Better Parking Availability (2%)
- Other (6%)
- No Improvements Needed (0%)

**Question 7: If there were no constraints, what one project would you most like to see implemented in the Syracuse WRA?**

- Mixed-Use Buildings / Mixed-Use Development Housing with essential services (libraries/education satellites)
- Boardwalk entertainment area with small indie shops/bars/restaurants
- Full amenity, free public use of the waterfront
- Bridges and Park Street/Hiawatha Boulevard Improvements / Streetscape improvements
- Loop the Lake
- Regional and local mix of placemaking projects
- Vibrant and safe destination for recreation, dining, and entertainment
- Lake view commercial property for restaurants
- Light Rail down Solar Street through downtown to University Hill
- Naturalized shoreline and land restoration of natural habitats
- Move the railroad tracks
- Connecting spaces, pedestrian and bike friendly

**Question 8: Questions or comments?**

- Mentimeter is great for virtual meetings (x4)
- When will the public workshop be held? Will PPT be available online?
- How is timing going to work between LWRP and I-81 project?
- Need to draw attention to our great amenities and link them together with infill development.



### **Next Steps**

Samantha provided an overview of the project team's next steps:

- September – December 2021
  - Refine Existing Conditions Analysis
  - Needs and Opportunities Assessment
  - Policy and Project Identification
  - Committee Meetings

DRAFT



City of Syracuse

## LOCAL WATERFRONT REVITALIZATION PROGRAM

Public Workshop #2 – Open House

May 4, 2022 @ 4 PM

### MEETING SUMMARY

The Syracuse Local Waterfront Revitalization Program (LWRP) project team held an open house in the Historic Freight House located on the Inner Harbor on May 4<sup>th</sup>, 2022. This open house provided an opportunity for the public to learn more about the LWRP as well as share their perspectives regarding waterfront revitalization in Syracuse. The open house was organized by focus area within the Syracuse Waterfront Revitalization Area (WRA). Each station asked a series of specific questions related to the focus areas. A summary of feedback is provided below.

#### Station 1: Where do you live?

##### Question 1: Where do you live?

	Responses	%
<b>Waterfront Revitalization Area</b>	0	0%
<b>City</b>	31	57%
<b>County</b>	21	39%
<b>Outside County</b>	2	4%
<b>TOTAL</b>	54	100%

Most of the participants (57%) at the open house indicated they live within the City of Syracuse. This board also asked participants the City of Syracuse neighborhood they lived in. Responses included:

- Franklin Square (x2)
- Eastwood (x2)
- Westcott / University (x2)
- Brian Harrington Westvale
- Valley
- Sedwick Farm
- Inner Harbor
- Meadowbrook
- Park Avenue



**Station 2: NBT Bank Stadium and CNY Regional Market**

**Question 1: Do you visit the CNY Regional Market and NBT Bank Stadium?**

	Yes	No	NA	TOTAL
Responses	26	2	0	28
%	93%	7%	0%	100%

Most participants (93%) indicated they do visit the CNY Regional Market and NBT Bank Stadium.

**Question 2: How often do you visit the CNY Regional Market or NBT Bank Stadium?**

	Daily	Weekly	Monthly	Annually	NA	TOTAL
Responses	0	11	8	7	1	27
%	0%	41%	30%	26%	4%	100%

Most participants (41%) indicated they visit the CNY Regional Market or NBT Bank Stadium on a weekly basis. The next highest category was Monthly with 30% of responses.

**Question 3: What types of facilities are needed in this focus area**

Priority	Directional / Identification Signs	%	Amenities	%	Enhanced Landscaping	%	Dedicated ped/bike facilities	%
High Priority	13	81%	16	76%	23	92%	23	85%
Medium Priority	2	13%	3	14%	2	8%	4	15%
Low Priority	1	6%	2	10%	0	0%	0	0%
TOTAL	16	-	21	-	25	-	27	-

Enhanced Landscaping is the highest priority identified for the CNY Regional Market and NBT Bank Stadium, followed by Dedicated Ped/Bike Facilities, Directional and Identification Signs, and Amenities.



**Question 4: What are your thoughts on outdoor seating opportunities at the CNY Regional Market?**

	I like it!	I don't like it	No Opinion
Responses	24	0	0
%	100%	0%	0%

100% of respondents indicated they are in favor of adding outdoor seating opportunities at the CNY Regional Market.

**Question 5: What types of establishments or amenities would draw you to visit this area?**

- Prioritizing pedestrians/non-motorized travel more. Especially travel to from location. Connections to Creekwalk.
- Connections to bars / brunch spots / restaurants
- Allowing space for ample parking to encourage travel in from the suburbs while maintaining safe pedestrian walkways
- Parking should be on outskirts and shoved between the market and the stadium
- Lining the creek on both sides with walkways right at the water's edge with ADA-friendly access points at every intersection where existing streets cross over.
- Excavating a network of canals lined with paths, vegetation, art sculptures (like San Antonio Riverwalk) to encourage development in the inland portion of the project area along the waterfront lines.
- Pedestrian connections between anchor destinations
- Human scale development
- Greenspace, amenities (trees, plants, seating)
- Eating establishments, facility the showcases local food
- Improving pedestrian flow and access to and from the Regional Market.
- More welcoming, people-friendly access, within the market area as well.
- Cooking class space

**Question 6: Please write any other ideas you have for this area.**

- Solar panels over parking lots
- Electric Vehicle Charging Stations
- Farm to table restaurants (and pop-ups)
- Safe access by bike/walk
- Local food pop-ups
- Greening the market by breaking up the pavement with planted areas, seating, trees.
- Introducing public art to create more of a destination to socialize
- Shared parking agreement between market and stadium
- Enhanced transit stops and stations
- Bike Parking





### **Station 3: Inner Harbor East**

**Question 1: What types of placemaking improvements do you think are most needed in this area?**

	Responses	%
<b>Lighting</b>	23	<b>30%</b>
<b>Public Art</b>	21	<b>27%</b>
<b>Benches</b>	15	<b>19%</b>
<b>Directional Signage</b>	9	<b>12%</b>
<b>Unique crosswalks</b>	9	<b>12%</b>
<b>TOTAL</b>	77	

The top three responses for the types of placemaking improvements that are most needed in the Inner Harbor East area include lighting, public art, and benches.

**Question 2: What other ideas do you have for this area?**

- Let it be a source of pride for our area visitors
- Wildlife and wild plant opportunities, no pesticides
- Open green space
- Repurposing the historic freight house for small businesses on the wharf
- Restroom facilities for visitors year round (x3)
- Boat access for canoe/kayaks
- Musical garden
- Picnic tables
- playgrounds
- seasonal shed for pop-up kitchens and artists (partially covered to be three-season)
- greenspace, natural shoreline where possible, more landscaping and native plants
- Educational and beautification opportunity
- Food truck and vendor space



**Question 3: What types of programming opportunities would you like to see at Inner Harbor Park?**

	Responses	%
<b>Multi-purpose space</b>	23	<b>24%</b>
<b>Waterfront viewing</b>	21	<b>22%</b>
<b>Winter Activities</b>	17	<b>18%</b>
<b>Outdoor Seating</b>	23	<b>24%</b>
<b>Boater Amenities</b>	11	<b>12%</b>
<b>TOTAL</b>	95	

The top three programming opportunities participants would like to see at the Inner Harbor include a multi-purpose space, outdoor seating and waterfront viewing opportunities.

**Question 4: What other ideas do you have for this space?**

- Absolutely no aquarium (x4)
- Take pride in this area - easy to develop but need to maintain it and let it be a destination
- Should be primarily a marina. Great place for indoor/outdoor café overlooking the water.
- More private development (Iron Pier Apartments)
- Boater amenities will negatively affect the wildlife
- Jet ski rentals, kayak and canoe launch
- The county did a study 10 years ago that the aquarium would not be financially feasible
- Pick up trash
- Aquarium is a must
- Built out small retail boutiques, partially covered, but all season access. Build a Central Business District in the Inner Harbor. Backfill with bars and restaurants to activate the space.
- Botanical garden



### **Station 4: Inner Harbor Park**

#### **Question 1: How often do you visit the Inner Harbor Park?**

	Responses	%
<b>Once / week</b>	10	<b>29%</b>
<b>Few times / month</b>	3	<b>9%</b>
<b>Few times / year</b>	16	<b>46%</b>
<b>Rarely / Never</b>	6	<b>17%</b>
<b>TOTAL</b>	35	

Many participants (46%) indicated they visit Inner Harbor Park a few times per year, followed by once per week (29%).

#### **Question 2: Why do you visit the park?**

- Daily walks from Franklin Square to Butternut to Destiny USA
- Carry in lunch
- Moving through when walking on Creekwalk
- Pride Day
- Concerts
- Walking route
- To visit new brewery
- Educational field trips - show Onondaga Creek and the Inner Harbor
- Walk with and without dog
- Daily walk / bike from Franklin Square
- Pick up trash everyday
- As a outdoor enthusiast and for work
- I enjoy the area and walk the trails
- Nice to run
- Daily walk / duck race
- To visualize commercial redevelopment opportunities, especially a compact, high-rise density amusement park on the other side of the harbor - like Santa Cruz Beach Boardwalk

#### **Question 3: If you currently do not visit the park, tell us why,**

- Save the building
- Very little to do in the park
- Not enough events going on at the amphitheater
- There needs to be more commercial development to provide something to do.
- There is not really a reason to. There are lovely natural amenities within an easy drive of the City.
- I biked through on the Creekwalk a couple of times, but I am more likely to go to other parks
- More opportunities to recreate and relax - access and boating



**Question 4: What types of programming space and user amenities would you like to see in this park?**

	Responses	%
<b>Picnic Pavilion</b>	21	<b>27%</b>
<b>Seating</b>	16	<b>20%</b>
<b>Outdoor Education</b>	15	<b>19%</b>
<b>Boat Slips / Amenities</b>	11	<b>14%</b>
<b>Fishing Dock</b>	8	<b>10%</b>
<b>Interpretive Signage</b>	8	<b>10%</b>
<b>TOTAL</b>	79	

The top three programming space/user amenities participants would like to see in Inner Harbor park include a picnic pavilion, seating opportunities, and an outdoor education classroom.

**Station 5: Former Roth Steel Site**

**Question 1: What types of uses do you think are appropriate for this site?**

	Responses	%
<b>Green Infrastructure</b>	24	<b>31%</b>
<b>Trailhead with off-street parking</b>	18	<b>23%</b>
<b>Interpretive community park</b>	12	<b>16%</b>
<b>Rec Facility</b>	10	<b>13%</b>
<b>Electric Vehicle Charging</b>	9	<b>12%</b>
<b>Internet Access</b>	4	<b>5%</b>
<b>TOTAL</b>	77	

The top three uses participants indicated are appropriate for this site include green infrastructure, trailhead with off-street parking and an interpretive community park.

**Other Notes:**

- Is the site suitable for solar development?
- Maybe promoting soil infiltration would be a mistake
- Issue an RFP for development
- Leave it to be taken over by nature and let people watch it happen over time
- Natural field



**Station 6: Onondaga Lake Shoreline**

**Question 1: What types of uses do you think are appropriate along Onondaga Lake?**

	Responses	%
<b>Passive Recreation</b>	24	<b>32%</b>
<b>Trail Lighting</b>	19	<b>26%</b>
<b>Natural Play</b>	15	<b>20%</b>
<b>Pump Track</b>	9	<b>12%</b>
<b>Fishing Access</b>	7	<b>9%</b>
<b>TOTAL</b>	74	

The top three uses participants indicated are appropriate along Onondaga Lake include passive recreating, enhanced trail lighting and a natural play area.

**Question 2: What other uses do you think are appropriate for this site?**

- TNT Boat Launch Access
- Maintain current lights on Creekwalk
- Keep areas for wildlife, including native plants. No pesticides.
- Well planned effort for natural restoration
- Trail managed and developed cohesively with other trail networks in the region and City.
- Vegetation buffer next to I-690 to reduce traffic noise.
- Beach with Carousel
- Save some part of lake minimally undeveloped to protect bird habitat

**Station 7: Trails and Connections**

**Question 1: Tell us where you would like to see additional multi-modal connections.**

- We need to ask why someone would come here. COR needs to develop or sell the land as a master development site. Then people would have a reason to come.
- Connect Loop the Lake using the abandoned KET pathway north of Park Street bridge. Find some way to connect the Farmer's Market with the Parkway.
- Not on Murphy's Island
- Connect Farmer's Market and Creekwalk
- Native meadows management trailside rather than traditional turf
- Natural field restoration pollinator and watershed improvement
- North east's biggest indoor/outdoor waterpark



**Question 2: Do you feel safe when walking/biking along the Syracuse trail system?**

	Responses	%
<b>Yes</b>	20	<b>67%</b>
<b>No</b>	10	<b>33%</b>
<b>N/A</b>	0	
<b>TOTAL</b>	30	

Most participants (67%) indicated they feel safe when walking or biking along the Syracuse trail system.

**Question 3: Would you like to see greater visibility of the water when walking or biking along the Creekwalk?**

	Responses	%
<b>Yes</b>	27	<b>84%</b>
<b>No</b>	4	<b>13%</b>
<b>NA</b>	1	<b>3%</b>
<b>TOTAL</b>	32	

Most participants (84%) indicated they would like to see greater visibility of the water when walking and biking along the Creekwalk.

**Station 8: General Comments**

**Question: What did we miss?**

- More lights on the key problem areas - there are some businesses that do an excellent job setting a high bar for all.
- Stress bicycle safety.
- Affordable Housing
- Ecological landscaping
- Greenspace
- Enough parking to accommodate all these new ideas
- Save the eagles nests if possible
- Ferry access from each side of the lake
- Checking daily for problems and cleaning up quickly so the graffiti is not present and will be discouraged
- I do not feel safe on all parts of the Creekwalk when by myself. With someone else I feel safe.
- Arboretum designed and managed by ESF. Opportunity for young and old to walk among native trees.
- Wildlife friendly areas



- There are strong habitat restoration opportunities that are missed. Native plants, greening, habitat reuse.
- Mixed-Use development. Make some of this parkland more productive on the City's tax rolls.
- Public transport lines - easy access.
- Festivals and concerts to encourage people to enjoy this resource.
- Inner Harbor a good place for restaurants, shops.
- Clean up trash around Inner Harbor
- Housing
- Restroom facilities
- Prioritize ecological restoration in all plans. The lake needs help healing.
- Stop the trail extension on Murphy's Island. Pointless and threatens the bird habitat.
- Summer pop-up retail / food trucks / festivals.
- Solar Street snow removal - complete street.
- Sidewalks need to be completed on Court/Kirkpatrick Street between I-81 and Solar Street
- Multi-modal access
- Lacrosse field
- Business District with shared parking and bus connections
- There is a chance to make a neighborhood connecting with Franklin Square and North Side. Need to engage stakeholders.
- District Heating System using metro.
- Include Onondaga Nation in discussion.
- Natural pollination field to improve watershed and ecological impact.
- Need to attract business
- Need to curtail homeless camping along trails
- Bike walk from Liverpool to Syracuse
- Resiliency Planning and natural shorelines
- Maintain trees along Solar Street
- More trails, boat tours, more development like the Iron Pier.
- The Aquarium is a must.
- Trash pickup and more trash cans, repair lights along Creekwalk.
- Cannot have longevity without addressing CSO and trash issues.



City of Syracuse

## LOCAL WATERFRONT REVITALIZATION PROGRAM

Public Workshop #2 (Virtual)

May 17, 2022 @ 12:00 PM

### MEETING SUMMARY

Owen Kerney (City of Syracuse) thanked the public viewers for their attendance and participation. He provided a brief introduction of the Local Waterfront Revitalization Program (LWRP) project.

#### Presentation and Discussion

Kimberly Baptiste and Samantha Aldrich (Bergmann) walked through a PowerPoint presentation describing the LWRP planning process and updates regarding public engagement. The purpose of this meeting was to obtain feedback from the public regarding their thoughts on waterfront revitalization in various focus areas in the Waterfront Revitalization Area (WRA). The feedback received for each focus area is summarized below:

#### Focus Area 1: NBT Bank Stadium and CNY Regional Market:

- More opportunities for bars and restaurants in this area would be an improvement.

#### Focus Area 2: Inner Harbor East:

- Buffalo has an arboretum and greenhouses. The same concept can be utilized in this area for Syracuse's waterfront.
- Opportunity to make this area a unique destination.
- Opportunity for boat shows and family-friendly activities.
- Make sure the aquarium development is constructed and programmed in a smart way that attracts tourists but maintains the character of the waterfront.

#### Focus Area 3: Inner Harbor Park:

- No comments
- 
- 
- 





## SYRACUSE LOCAL WATERFRONT REVITALIZATION PROGRAM

### Focus Area 4: Former Roth Steel Site:

- There is a lack of parking at the end of the trail.
- Ensure improvements are ADA-accessible.

### Focus Area 5: Onondaga Lake Shoreline:

- Opportunity to support visitors who participate in bird watching.
- Opportunity for an entertainment venue and/or a waterpark.

### Focus Area 6: Trail System and Connections:

- Clear out brush and change fencing so you can better view the waterfront.

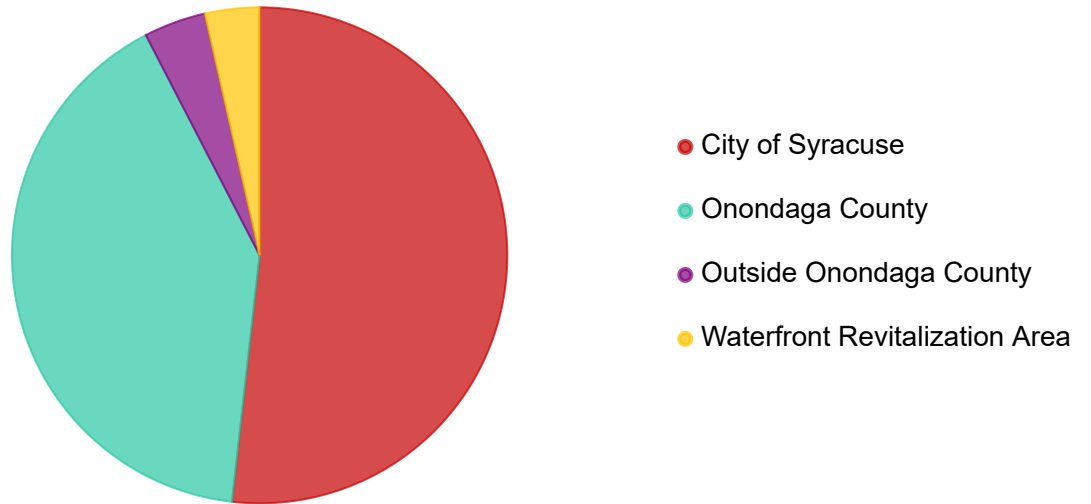
### **Next Steps**

The project team will be compiling public feedback and creating a summary document of responses to help inform the projects developed and recommended as part of the Local Waterfront Revitalization Program. There is a community survey on [www.syracuselwrp.com](http://www.syracuselwrp.com) for members of the public to share their thoughts on waterfront revitalization until May 27<sup>th</sup>. The project team anticipates the final public workshop to take place in Fall 2022.

# Syracuse Local Waterfront Revitalization Program (LWRP)

page\_1

o 1. Tell us where you live!



**Answers** **Count** **Percentage**

City of Syracuse	218	51.78%
Onondaga County	171	40.62%
Outside Onondaga County	17	4.04%
Waterfront Revitalization Area	15	3.56%

Answered: 421 Skipped: 0

o If you live in the City of Syracuse, tell us what neighborhood you live in!



**Response**

**Count**

Response	Count
Eastwood	27
Strathmore	18
Westcott	15
Valley	14
Franklin Square	12
Tipp Hill	7
northside	7
Meadowbrook	7
Sedgewick	5
University	4
North side	4
Lakefront	4
Downtown	4
Court woodlawn	4

University Neighborhood	3
Tipperary Hill	3
Prospect Hill	3
Outer Comstock	3
South Valley	2
South of Seneca Turnpike	2
Solvay	2
Sedgewick	2
Salt springs	2
Near westside	2
Eastside	2
East side	2
Woodlawn- Court	1
Wolf & 4th North	1
Westvale	1
Westscott	1
Westcott Area	1
Westcott (but lived in Franklin sq for a while)	1
west part of the vally area	1
west end	1
Wescott	1
University Hill	1
Tip hill	1

The Valley (near Green Hills)	1
The Valley	1
The North Valley neighborhood between Ballentyne and Senca Turnpike	1
SU	1
Strath - worth	1
southwest side	1
Southside/ Brighton	1
South Valley(near Heath Park)	1
South side	1
South comstock	1
Sedgwick farms	1
Sedgwick Farm	1
Scottholm	1
Park Avenue, Westside	1
Park Avenue Neighborhood	1
Park Ave Neighborhood	1
Park Ave	1
Outer Wescott/University	1
Outer Comstock/E. Seneca Turnpike	1
Northside-Kenwood Ave	1
Northside/Little Italy	1
Northside. Court and Wadsworth section.	1
Northside, off of Court	1

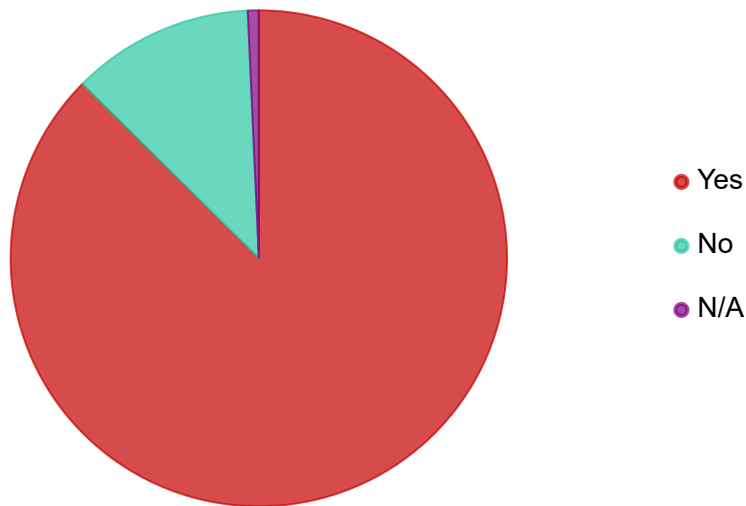
Northside, Malverne Dr	1
Northeast side - Hawley-Green	1
North Valley	1
North Side off Grant Blvd.	1
Near west side	1
Near Northside	1
Near Northeast	1
Moving back to Downtown later this year. Technically I haven't lived in Syracuse for 2 years.	1
Lyncourt, northside border.	1
Lyncourt	1
Lower Northside	1
Lincoln Hill	1
Lemoyne ave	1
Lakeland	1
Lakefront/harbor area	1
Lakefront/Franklin Square	1
Lake View 2-2	1
Hawley Green	1
Hanover square	1
Far Westside	1
Elmwood	1
Edgehill Road	1
Downtown Syracuse at the smith lofts	1

Court-Woodlawn on the Northside	1
Court-Woodlawn	1
City of Syracuse Southside TNT Area 3	1
Brighton	1
Bradford Heights	1
between Onondaga Blvd and Bellevue Ave	1
Armory Square	1
Armory Sqaure	1
703 North Salina Street	1

Answered: 226 Skipped: 195

**Page 2**

o **2. Do you visit the CNY Regional Market and NBT Bank Stadium?**



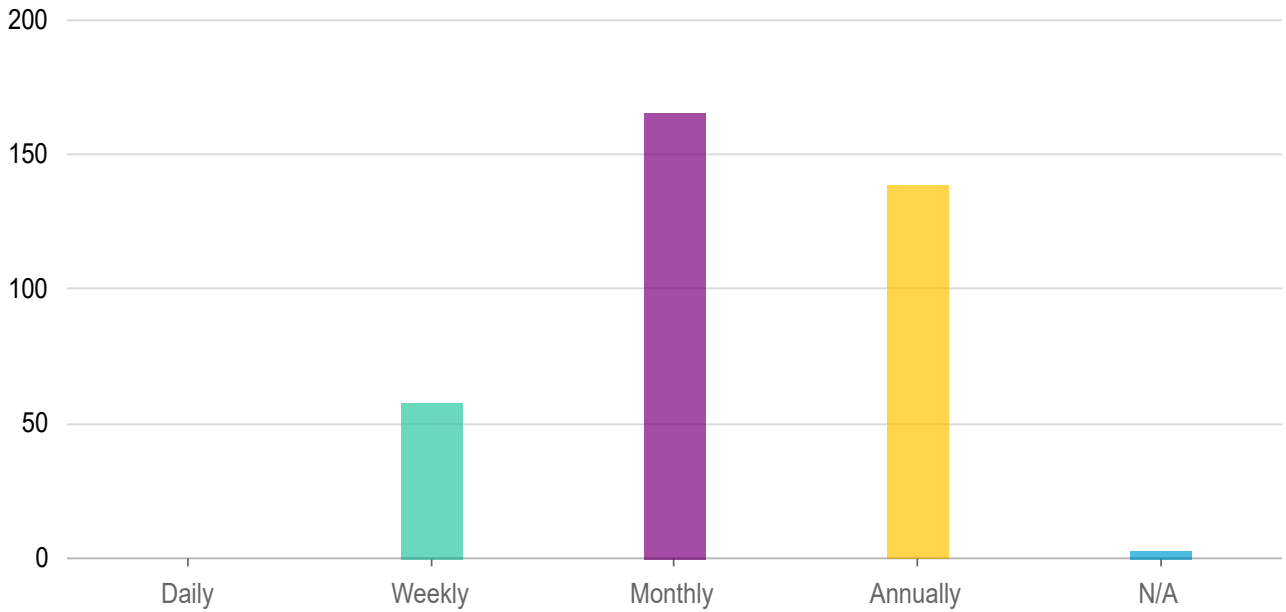
**Answers** **Count** **Percentage**

Yes	368	87.41%
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No	50	11.88%
N/A	3	0.71%

Answered: 421 Skipped: 0

3. How often do you visit the CNY Regional Market or NBT Bank Stadium?



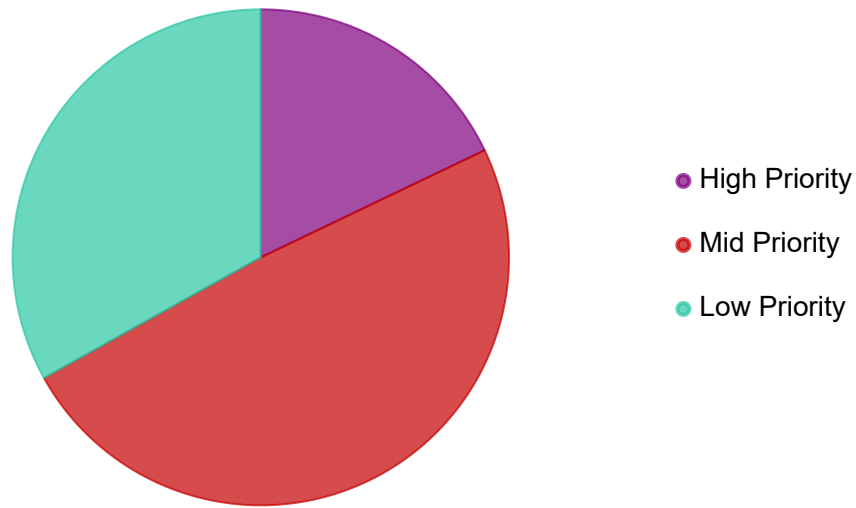
Answers	Count	Percentage
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Daily	0	0%
Weekly	58	13.78%
Monthly	166	39.43%
Annually	139	33.02%
N/A	3	0.71%

Answered: 366 Skipped: 55

a. Directional and identification signs

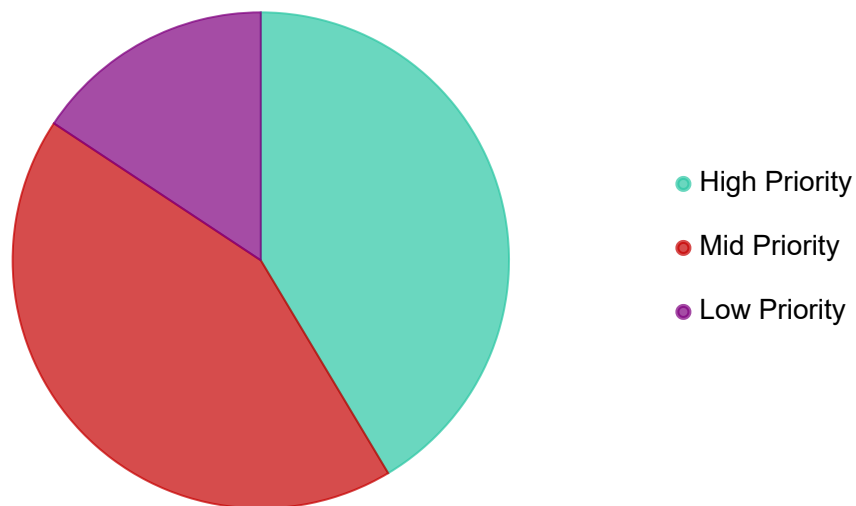




Answers	Count	Percentage
High Priority	73	17.34%
Mid Priority	200	47.51%
Low Priority	135	32.07%

Answered: 408 Skipped: 13

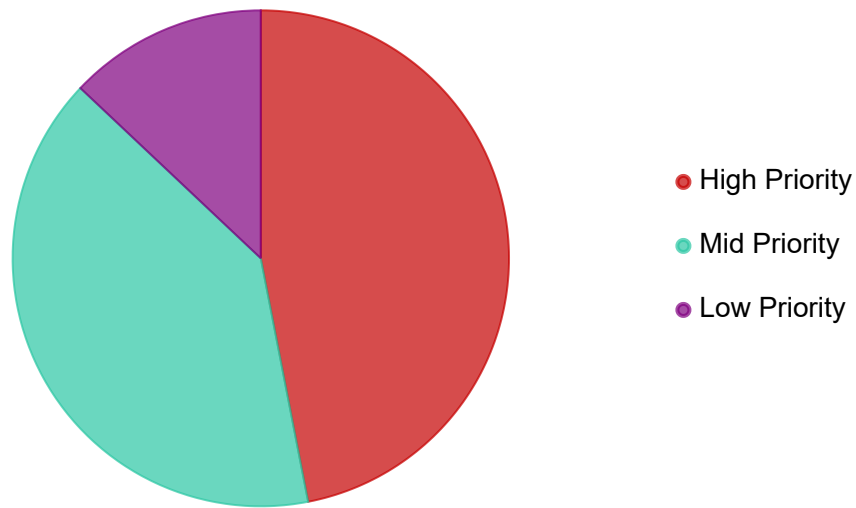
**o b. Amenities (including bike racks, bike stations, benches)**



High Priority	169	40.14%
Mid Priority	175	41.57%
Low Priority	64	15.2%

Answered: 408 Skipped: 13

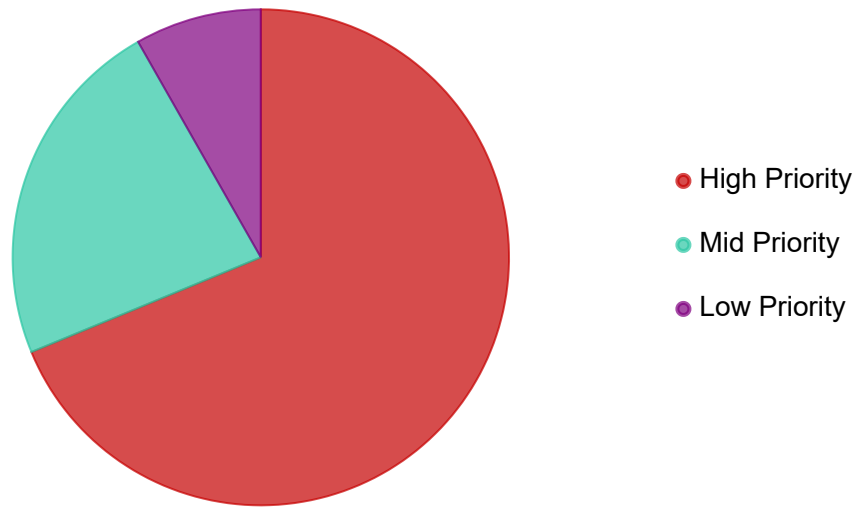
**c. Enhanced Landscaping**



Answers	Count	Percentage
High Priority	192	45.61%
Mid Priority	164	38.95%
Low Priority	53	12.59%

Answered: 409 Skipped: 12

**d. Dedicated pedestrian and bicycle facilities and walkways**

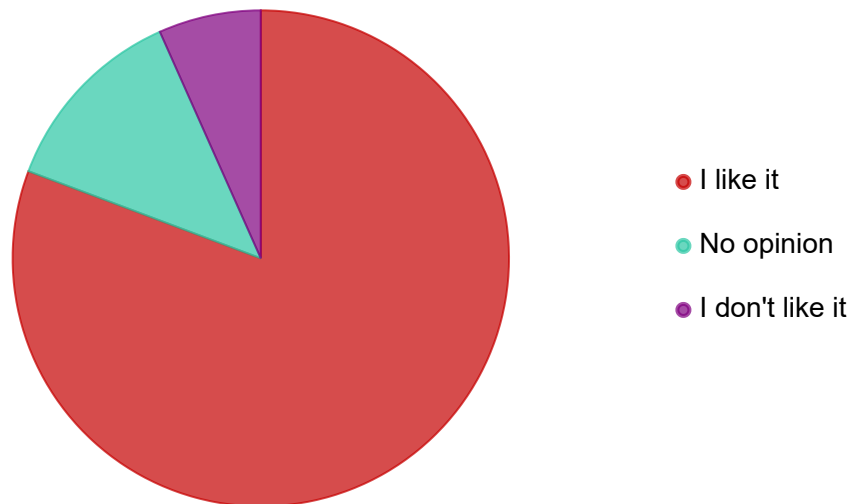


**Answers** **Count** **Percentage**

High Priority	284	67.46%
Mid Priority	95	22.57%
Low Priority	34	8.08%

Answered: 413 Skipped: 8

o 5. What are your thoughts on outdoor seating opportunities at the CNY...





With an aging population base in CNY a 55+ community with apartments, townhomes, condos, patio homes, and a clubhouse/pool, pickle ball courts would be a great addition to the property between Solar Street and N. Clinton Street. This type of neighborhood near 81 and 690 would be a huge success. Other than Springmoor in Liverpool, NY there is not a 55+ community for young retirees can purchase a small retirement patio home and stay in CNY. On a side note the patio homes in this community stay on the market for less than a week so there is a market for this age group. On the waterfront there should be a variety of restaurants. In and around the inner harbor area there should be medical facilities, grocery store, and other mixed use business that new 55+ community could frequent along with citizens throughout CNY.	1
Weekly food truck nights during the Summer Vegan/vegetarian items	1
we visit the Regional Market to purchase locally grown produce and purchase locally made products.	1
We love coming to see the eagles in Onondaga Lake and visit often for that reason.	1
Waterfront restaurants,	1
walking and biking trails around the lake. near the lake , not on Hiawatha Blvd. The trail now going to Hiawatha Blvd is awful and unsafe. no Responsible parents are going to let there children ride with them on or near Hiawatha Blvd. All that money spent on a bridge? What a waste ! Put the the trail on Piers offshore to get around difficult areas.	1
Used book store,	1
upscale restaurants, green space	1
Updated market with more quick service places to eat and tables and beverages. Live music! Fun place to go! Loved Philadelphia's market!	1
Trees! Reduced pavement and green space, seating. Live Music, pop up prepared food vendors. Pedestrian safety enhancements, bike amenities, enhanced transit stop,	1
There should be as many food trucks as possible. Also safety for all that attend.	1
There should be a protected bike lane from the Creekwalk to the Market/Stadium to encourage fewer people to drive. Budda's Market should be allowed to return to the Market.	1

<p>There is too much concrete. The venues don't share parking yet need it at different times. The regional market area feels claustrophobic while in use. The stadium area is empty most days of the week, especially the off-season. Neither is readily accessible to pedestrians/ bikers/public transportation (the latter is unreliable). I would like the market to be opened up and spread out with an emphasis on green space and less ability to park AS CLOSE AS POSSIBLE TO THE BUILDINGS. There is no reason there couldn't be a connection to the canalwalk (also needs work) which would connect downtown aside from the highway. There is also no reason why the Northside community doesn't have safe pedestrian/bike access. Both venues are concrete islands surrounded by highways and that doesn't benefit the community or our adjacent farming communities at all. An open-market version of the Salt City Market with an eye toward more accessibility and safe pedestrian corridors would be ideal.</p>	1
<p>The Weekend Markets, Aquarium, Kids Activities to take our grand-kids to. Kid friendly eateries without alcohol would be great too.</p>	1
<p>The stadium and market are on the edge on town away from everything. There's never been any foot traffic over there, aside from the homeless camps and panhandlers. I live within view of the stadium and I'm not walking around there, whether you add paths and benches or not. It's just not safe. The Stadium should have been built at the inner harbor or downtown. The few restaurants that are actually located over in that area close early in the afternoon. Most stadiums I've been to are surrounded by shopping, bars and restaurants. Who would open a business in this section when the market and stadium are both closed a majority of the week.</p>	1
<p>The market Pawsativitea cat adoption agency and cafe</p>	1
<p>The market is the draw. It could just be a nicer experience. It should be easier to walk/bike to the market from the surrounding neighborhood.</p>	1
<p>The biggest draw, by far, is the natural environment of Lake Onondaga. The large bald eagle population is truly unique in the area, and any changes that reduce the suitability of the lake as wildlife habitat (including human access nearer to the trees where the eagles roost) would ruin the greatest draw of the lake.</p>	1
<p>The ballpark should be moved into this area. If you look at other cities and their baseball stadiums, they are located in prime real estate areas that take advantage of and help enhance the surrounding areas.</p>	1
<p>The Bald Eagles</p>	1
<p>The aquarium Ryan McMahon suggested</p>	1
<p>Specialty or local eateries or bars</p>	1

Specialty food/drink vendors (street tacos/corn, fresh fruit bowls with tajin etc for spring/summer and hot chocolate, ramen cups etc for winter.)	1
Some type of outdoor recreation space is one idea. I have friends who moved to Baltimore and play bocce ball at a court right next to the waterfront and it seems like they have a lot of fun. Creating a space to leisurely walk around in is another idea. The block of land between Solar and Clinton would be an awesome spot for a flower garden or a park like Highland Park in Rochester. On the other side of Solar you could make restaurant row so afterwards you could sit next to the water and eat.	1
Smoke free area	1
Small food shops, more places to sit. More walking paths between the market/mall/stadium	1
Small Cafe and restaurant other than the mall. Neighborhood police station.	1
Similar vibe to the Rochester Market. How they have the food and seating options when you walk in the entrance.	1
SIDEWALKS with better access from the Northside of the City. Walkability is sorely lacking in that entire area. Prioritizing walking and biking in addition to vehicles should be a goal. The Hiawatha area needs to have a SAFE STREETS project.	1
Shaded outdoor seating and areas with trees and without asphalt	1
Safety, restaurants	1
Safety, local vendors	1
Safety and beautiful landscaping, I would love to see more art (murals).	1
Safe bicycle infrastructure	1
Revitalize the retail space in front of the regional market. Make the space warm & welcoming.	1
restrooms	1
Restaurants, music venues, shops, tattoo parlor, salon, bike and run shop	1
Restaurants, music venues, art galleries.	1
restaurants, craft booths	1
Restaurants, cafes with outdoor/indoor seating. A small stage area for music, theater, and other various entertainment.	1

Restaurants, bars/breweries, sports related activities.	1
restaurants, bars, historic, look for opportunities to use regional market and stadium for more events, example concerts,	1
Restaurants, Bars, Different vendors than what is always there	1
Restaurants breweries beer garden cafe art shops apartments	1
Restaurants aquarium aquarium aquarium	1
Restaurants and/or Bars	1
Restaurants and shopping.	1
Restaurants and bars	1
Restaurants & breweries, museum, art park, water features	1
restaurants	1
Restart the railroad from the Regional Market to the University and beyond!	1
Quick lunch spots	1
Quality outdoor dining establishments	1
Please, please, PLEASE make this area more bike friendly! The Regional Market is a treasure, but the car-centric landscape is an absolute nightmare for pedestrians and cyclists. Please consider making serious linkages between the regional transit center and other transportation hubs in the city. Regular bus rapid transit, bike paths, etc., between the centro hub downtown, the airport, etc., just makes sense.	1
plant native trees, bushes. live music, great food, plenty of shade, something for kids to do	1
Places to sit and eat outdoors. More vendors selling prepared food.	1
Places to eat, shopping for food items and arts/crafts, and places to sit and enjoy the surrounding area	1
Places to eat before/after a baseball game, decent bars to go to before/after, maybe a brewery? I'd also try and put something kid friendly as well. The area between the mall and nbt should be a place for anyone to walk to/from and enjoy spending an afternoon/evening	1
Pike's Place Market above (Public Market) in Seattle is a great example of multi use area	1



Pedestrian walkways...safe ones..to the market. In winter, shovel walk ways. Friendlier pedestrian and bicycle areas	1
Pedestrian parkways and vistas, more greenery, public art, bike path	1
Parks, family establishments, restaurants, museums	1
Outdoors, hunting	1
Outdoor Water front Restaurants. Roof top Bars. Places to Dance. There's endless stuff for kids here, but nothing for adults. Boat Dinner cruises? Concerts? A weed Garden? Look at Baltimore!	1
Outdoor seating is nice but you need to bring in food trucks or eateries.	1
Outdoor seating for restaurants or eateries, breweries, festivals held downtown to draw people in.	1
Outdoor Dining, more vendors and business would be done at the market. I would definitely come there more often if things like this were done.	1
outdoor dining at market, bike racks (to make it easier to shop), more bike lanes safe from high traffic in area, access to waterfront (trail by water, overlooks, etc.)	1
Outdoor beach volleyball courts, cornhole, etc Outdoor brew pubs	1
Nothing - too busy. Poor drivers on premises.	1
Nothing	1
Not an aquarium. With the crime rate what it is, you're asking for problems. What a horrible idea. How about stop spending money? The taxpayers deserve a break.	1
None, it's a dumpy environment	1
None	1
NON-CHAIN shops, restaurants, entertainment, local theater, local/regional/national live music venues. A boardwalk designed to convert for winter enjoyment.	1
Nice restaurants with outdoor seating (not fast food) Small events with seating - perhaps music, dance, etc.	1
Nice areas to sit in the regional market. This would require 1) Seating, plus 2) just a little bit of simple, low maintenance landscaping or art 3) logistical solutions to keep cars from driving around the nice sitting area. If there were a brewery in that little plaza there, plus an outdoor biergarten type of place I would definitely enjoy that, personally.	1

Na	1
Music, park-like setting with restaurants along with health and landscape tutorials.	1
Music, ethnic food	1
Music shops, cultural shops, eateries that offer outdoor dining, used bookstores, an eclectic mix of shops for a mix of ages.	1
Museum, bookstore, something intellectually stimulating.	1
Move the transportation center (Amtrak and buses) to Destiny to make the experience more like major cities.	1
More walkable/pedestrian-friendly infrastructure Better landscaping (greenery is sparse, too much moderately-worn pavement) Outdoor seating at market would be fantastic More permanent fixtures at the regional market that are open for longer hours and on more days - allow space for people to set up booths/stalls that operate longer hours and/or throughout the week	1
More vendors of non prepared food - actual farmers bringing actual produce.	1
More vendors at the Regional Market. The vendors are being forced out and or leaving the market. Need much better management for the market. More vendors that the market management will let sell their coffee and food to consume right then.	1
More retail/restaurants/entertainment - something like Camden Yards in Baltimore where you can go and spend a day or afternoon.	1
More restaurants, recreation areas, outdoor park space	1
More restaurants, maybe a brewery, green space	1
More restaurants! For a place near a mall and a big farmer's market, there's only a few eateries, and several of those are fast food places. Some more shops would be good, too. I used to go to the area for things like Twilight Comics two decades ago and I'm sorry that there's not more shopping options there.	1
More restaurants and bars by the water.	1
More reasonably-priced restaurants nearby, food trucks on-site, much more seating on comfortable benches, and security guards and/or police presence	1
More public restrooms.	1

More permanent businesses and incentives for local businesses to open up small shops	1
More outdoor events. A more friendly attitude. I ride my bike through the parking lot. It's a huge chunk of land to ride around. The guy with the pick up job takes his "security" job way too seriously. Get rid of him. Have concerts in the new far shed. Don't worry about the few that complain. The stadium shoots off fireworks. Have a little courage and fight back and put the concerts in F Shed again!	1
more locally owned, artisan, and handmade vendors and shops . Local food and drink.	1
More local shops/ eateries	1
More local food vendors. More local produce/meat and not just resellers.	1
More local food establishments, artesian booths, locally made products, ample parking, butcher shop	1
More local farmers, fewer sellers of trinkets.	1
More local businesses, restaurants, entertainment	1
More local businesses and small shops in the regional market that are permanent. I think the dead space in the mall parking lots should be utilized for business space and not just sit there empty. I live in the village of liverpool and would love some trails to be able to bike to my job downtown.	1
More inviting atmosphere - More options to eat while there - Currently it is one diner and a Wendys! Vegan or allergy sensitive restaurant would be a good add.	1
More food vendors	1
more food places and places to sit in the shade	1
More fixed vendors... some locally popular businesses like Leigh's & Steigerwalds, Lombardi's, Thanos, etc would be nice to have operating regularly in the regional market - a-la Marche Jean Talon in Montreal.	1
More Farmers Market Incentives. Connect bike and walking paths around the Lake, the stretch in this area under the 81 / liverpool connection is very poor.	1

more educationsl, environmental, exercise, family, green friendly, healthy food & lifestyle, pet friendly, sports activities & establishments. businesses, classes, events that promote cny, cny farmers, local b businesses. definately a lot LESS of noisy obnoxious fireworks & music that can be heard for blocks, bl ocks all over county. art & music is great just no so LOUD it makes people want to move away not live here or visit. Fireworks at ballpark & other events - way too many. Fireworks used to be a special occ asion - not so more, just a nuisance - they're also not enviromental, healthy or safe. why not more stu dent art displays & art/sidewalk chalk events. winters there's not much-how bout snowman building co ntest (snow or art-clay, painted, sand, sculputure, etc.), ice skating lessons, shows, baking/cooking co ntest featuring winter foods, book & or movie events featuring winter theme, etc.	1
More dining options!	1
More dine in options	1
More bike friendly ways to get there from downtown.	1
More "Gourmet" food options that you see in markets like Philadelphia or Boston. Outdoor component s for eating and drinking to make it a destination where you can shop, eat, and have a longer visit	1
Model it after canal side in Buffalo. Shops, restaurants bars. A community place where you can have events and love music during the summer months.	1
Maybe some more fast food places or more walking & running places def a place for bike parking.	1
Maybe some live music, bistros, and coffee bars	1
Love it how it is-	1
Look to the Rochester Public Market as an example. More permanent buildings that are enclosed for better year round use. Create more of an entrance way to the area. Utilize the bike/pedestrian plans d rawn up by SMTC in 2019/2020 to increase ped and bike access to the area. Encourage more develo pment around the baseball stadium creating a destination for fans to go to before and after games. En courage restaurant developments that tie into the Regional Market, emphasizing local produce in their dishes.	1
Locally based businesses. Greater diversity of available products.	1
Local vendors selling artisan products. Locally grown produce. Local meat/seafood vendors. Food tru cks / stands.	1
Local shops and food. Right now the regional market is a simple walk in an out thing. There is no othe r attraction to stay around for.	1

Local foods, produce, meats, goods, services. Clearly promoted as local	1
Local food vendors and local experiential vendors	1
Local food trucks	1
Local food stands would be awesome	1
Local brews, smoke free area, brunch place, better social media presence.	1
Live music, yard games,	1
Live music, less flea market, more craft. Shaded visitor seating. Alcohol.	1
Live music, better transit to get there that goes from other parts of the city (not just from downtown)	1
Live music venues, bars, restaurants	1
live music during the market and at other times	1
less pavement, more greenscaping, trees, healthier eating options for purchase.	1
Less dealers selling dollar store items. More craftsman and unique items. More food truck type of booths.	1
keep it local whatever it is. don't turn it into the state fair. i particularly enjoy the local and regional farm vendors.	1
I've heard good things about the regional market. I think more, high density housing is important to make these places more walkable. This area is a blank slate -- could be a solid, urban, walkable extension of Armory Square.	1
It's not feasible to walk or ride my bike there without becoming a smear under the Destiny/Park St traffic. Forget walking there with kids.	1
It's just a cold environment in that area. Fix the roads pull those train tracks out next to both the market and the ball park. The market is great make it some thing special	1
It's great to pop into the market, love ideas to encourage lingering in the area. It would be nice to use the stadium on days when there aren't games, for festivals and events.	1
It would be great to see a market like other metropolitan areas have. Amazing food, places to buy veggies & other goods. If it looked spruced up and dedicated parking areas with outdoor places to sit even food trucks and more would be great.	1

It could be used as a hub between the NYS bike trail and the lake bike trail. Connecting these two bike systems would enable better bike access. I believe the technology advances in electrical vehicles will enable a new wave of ebike riders that Syracuse has the opportunity to cultivate. Parking is already maxed out at the farmers market. Connecting the bike systems to the area would increase customers and hopefully free up space used currently for parking	1
it all depends on the state of the pandemic	1
Interesting outdoor events...art shows..creativity...	1
Indoor. Outdoor seating subject to weather, both hot and cold	1
Indoor aquatic center with 50 meter pool, multi health and fitness area. Aquatics center can be used to hold swim, dive, waterpolo, synchro competition. Senior fitness, learn to swim and overall CNY heart of finger lakes water safety: lifeguards training etc. Economic benefits through national, state meets, etc.	1
In terms of landscaping, please use native plants. Encourage more birds in this area	1
In back of the Regional Market build a park/rest area for people to sit down. Similar to the State Fair. Include trees and landscaping.	1
Improved walkability and green spaces. Small retail and restaurants. Public transportation options.	1
Improved shaded coverage, quality pedestrian mobility surfaces	1
If the market facilities can be expanded to hold a more diverse group of vendors beyond produce and garage sale items, then make those improvements. Add green space, more residential and simple public transit to get there. Don't need more parking since you can use the stadium parking. Generally, could make it like a smaller version of the Fairgrounds event centers that get year-round use: have an indoor event center area for smaller versions of the same kinds of things like brewfests, shows etc...	1
If it were more of a neighborhood with housing and businesses for the people who lived there. Also if the Onondaga Lake Parkway was a part of the Loop the Lake Trail.	1
ldk	1
Ice cream stand in summer months, better restrooms, more shows with live bands	1

I'd love to see more food and drink vendors, it seems like a lot of the farmers market is veggies, flowers, and nick-nacks. Which is great! But personally as a 20 something, I think I'm looking for more creative food cart/beverage cart options. It would be nice to see some of the places at Salt City Market have booths there. I love Pike's place and one of the things that draws a lot of people is that there are tons of cool things to eat, like frozen yogurt, greek food, a kombucha bar, stuff that's enticing and new like that. There isn't like a dedicated food shed either so it's hard to know what available food is where. Not sure if that is something that HAS to change though because I imagine such a shed would be insanely busy, and I think having spread out food vendors throughout would force people to go through each shed to see more of the available options as well. Also more indoor plant stands! Bubble Tea as well. Niche things	1
I would love to see some simple events to bring the community together focused on health, wellness and healing of all ages and genders :)	1
I visit the market for groceries that's my main focus so amenities aren't very important but some seating would be nice. There are a lot of food vendors and no where to sit and eat.	1
I visit the area specifically to go to the Market.	1
I think just varying the establishments already in the farmer's market would help, coffee roasters/ breweries are big draws nationally, ice cream. I don't know if it's in a convenient corridor for more permanent restaurants but that might also be a draw. Some sort of bike/walk path might be nice too. Not sure what kind of space there could be for parks and rec, but it would be nice to have a varied environment (i.e., terraces or a playground or water display).	1
I love the farmer's market, I love the idea of making it more of a "sit and stay" environment. I like it being sort of organic, too, but I think there's a way to build it up to make it more of a destination, like in the photos above. Maybe giving some more permanence to it, too. You can also kayak up to the Ithaca Farmer's Market, if we could connect it better to the water in Syracuse that could be cool. Maybe live music while you eat and shop. And play up the history/character of the area!	1
I like the idea of more restaurants with outdoor seating. Would like the city to host a food truck rally with trucks from across Central NY. More green spaces such as parks, dog parks and childrens areas. A good clean up overhaul. Really try to clean up and modernize the area. Give area not being redone a small facelift.	1
I like the Aquarium idea - it would build up that area	1
I enjoyed going to the Market until the debacle with the lease rates. Poor job on the city's part choosing profits over the community now there is only one tenant of M&T bank. Another embarrassment like the proposed aquarium on the nations most polluted lake, who is coming up with this crap and wasting our money?	1

I do actually see people walking from the Transportation station over to the mall area. It's a dangerous road to walk. High speed traffic around the mall entrance, and always occupied by aggressive panhandlers whom live right on site, just off the roads.	1
I cannot think of a single thing that would draw me to the area for recreation or shopping. The market itself is run-down and overcrowded to the point of being a major turnoff for shopping. The Regional Transportation Hub makes no sense in that area: why was it ever relocated to so far away from downtown?! It's difficult to access without driving, which defeats the purpose. The stadium is single-purpose, and we aren't sport fans, so that's also a no-go. Maybe focus on making the area less car-centric?	1
I always enjoyed the themed festivals downtown. You already have the space and the vendors, give it a catchy name and come up with a new concept for each weekend! And yes, definitely put in some seating and bring in some food trucks if they're not already there! Sprinkle with alcohol and Voila!	1
I already visit the area, but always by car. There is no sidewalk or bike lanes to be found anywhere near the area. The "bike safe" routes that you can find on Google Maps are not "bike safe" or "bike friendly" whatsoever. The market and stadium are destinations and people get there via highway by car. If they had to travel through N Salina Street that would increase business traffic to that NBD as well.	1
How about plant a hundred trees? SHADE is needed!	1
Housing. Park and or playground area. Dining. Easy transportation (bike) access.	1
Honestly, the whole area needs to be cleaned up. The poor state of infrastructure and surrounding poor neighborhoods make it difficult to visit for anything other than a specific visit to the regional market or stadium. It feels very post-industrial. I can't ride my bike from Liverpool due to the lack of a dedicated lane; the drivers on the Onondaga Lake Parkway know that law enforcement doesn't patrol it, and I've had too many close calls. So, a few ideas: •Discourage panhandling, which exists at every intersection in the area at busy times. •Prioritize a safe bicycle route from Liverpool. •General cleanup; the abandoned buildings and industrial lots aren't a good look for an area where you're trying to attract visitors. This may require the purchase and demolition of the same. Create and maintain green space for areas that aren't developed.	1
High security, more police patrols. Better access through existing roads.	1
Healthy food options, local farm to table	1
Has an Industrial look and feel to it, would be more appealing if it was more inviting, tree lined and pedestrian friendly area. Quaint shop - crafts - antiques - small businesses of a variety.	1
Grocery store or other permanent shops open throughout the week	1
Grocery store	1



Good trucks	1
full time local grocers in addition to the farmers market. coffee shop (dunkin is an abomination and doesn't count) green space for picnic or hanging out, restaurants, boutique shops, oil change, or short term auto shop to encourage you to spend time out and about while you wait, splash pad	1
Fresh local food stands/trucks	1
Fresh fruit vegetables and small businesses	1
Fresh and natural foods	1
For the market, include pop-up Cafe spaces that local restaurants/food truck operators can utilize on a rotation allowing for something different every weekend and an opportunity for them to get additional exposure.	1
Food vendors, live entertainment	1
Food vendors or food trucks	1
Food vendors / trucks	1
Food trucks, the seating should not be within the crowded areas of the market	1
Food trucks, street bands, ice cream and bars.	1
Food trucks, seating, restrooms, local music. Info tables for local environmental and other non-profit groups. Food and clothing/ house goods drive for refugees or the poor.	1
Food trucks, seating, place to sit outside and eat	1
food trucks, craft beer	1
Food trucks or tents Outside entertainment Small scale musicians	1
Food Trucks on weekends.	1
Food trucks and live music on days when there isn't market	1
Food truck trailer park See austin for examples Connection to loop the lake - needs to be safe and attractive to use	1

Food truck rodeos are gaining momentum in the area. I think establishing a fixed area with infrastructure to support the vendors would be great. Rochester has done this with the Public Market. Having covered stalls with power, and seating areas with a stage for entertainment would draw large numbers of fans. It could be a monthly event during the summer in the same spirit as the taste of Syracuse.	1
Food and drink or other retail vendors	1
Food and drink	1
Food and beverage vendors with plenty of seating, bike accommodations separate from motor vehicles, more shade,	1
flea markets, farmers market	1
Farmers market, legal cannabis sales, brewery, craft industry stalls.	1
Farm vendors, small shops, unique shops	1
Family seating areas and activities. Connecting the Baseball Park through the area. Small Concerts. Outdoor film screenings. A large Virtual Retail Store. Tradeshow Area.	1
Expanded hours for farmers market. More local vendors.	1
Events including live music.	1
Entertainment, brewery/bar	1
Entertainment Brewery Restaurants Easy walking	1
Enlarge the zoo. Make it a DESTINATION! Connect with SU: forestry and engineering museums with hands on and mini educational activities for preschoolers. Large botanical garden with unique species, seeds to share and classes to provide one's own nutrition...connect this to the Regional Market. Attempt to bring in a national sports team.	1
Eating areas	1
Easier traffic flow to get to parking on market days.	1
Easier to get to through public transit, pedestrian/ paths to connect areas.	1
Easier parking.	1

Easier access to it (run a free tram) make it easier to get there from City neighborhoods, fancy up the space, clean up the areas nearby incentivize complimentary local businesses to open a branch such as Columbus bakery, cafe Kubal, a library branch, a fancy diner (look to Boston e.g. Latte) Symphoria practice place, soccer field etc direct and add easy access to a natural area - Creek walk or Onondaga Lake.	1
During the Summer and Fall I visit the Regional Market weekly. It is the best place to buy fresh vegetables and breads, etc.	1
Dog Park. Outdoor Roller hockey rink.	1
Dining and bars near inner harbor	1
Different events - similar to the expo center at the fairgrounds.	1
cycling infrastructure	1
Craft beer pubs, outdoor dining, live music	1
Craft Beer garden outdoors, skate park, live music, cool chairs or swings to lounge on, games like corn hole	1
Cooking demos, restaurants (even pop-ups) that use the produce. Ways of making the area open enough to encourage people to visit more often (anchor stores, more hours than just Saturday, etc.).	1
Convenient parking. Music	1
Continue support of farm to table Cooking demonstrations of local produce in season and ethnic foods	1
Connection, and better transparency of events going on there. Seems unconnected from rest of City.	1
Concerts at Stadium. A new Real Deals-type market where Buda's was. A Byrne Dairy store for sandwiches and ice cream.	1
Concerts'	1
Complete the lake loop bike path!	1
Community, live music, cool places to sit and meet up with people.	1
CNY Regional Market: Local brewery, public art, upcycled or reclaimed furniture.	1

<p>CNY Indoor State of the Art Athletic Center including an indoor 50 meter pool, with Aquatics Center. Syracuse used to provide some of the top competitive swimming clubs for age group kids through the eventies. With lack of swimming facilities makes it very difficult for youngsters to be taught how to swim. The pools around Syracuse have limited access to literally no access to public. Swimming is the healthiest activity for people to know how to, and be able to enjoy.</p>	1
Clean up garbage. Get a handle on crime. Some landscaping some art and event centers	1
Clean restaurants, coffee shops	1
Clean modern restrooms.	1
Clean it up, make it more friendly to walk.	1
Changing up some of the vendors. Offer a rotating area outside where vendors who are used to selling things at festivals can set up for a one time fee and make some sales. Enforce the no pets rule at the market.	1
Casual dining, with outdoor seating	1
Cannabis, brewery, kids	1
Can't think of any	1
Can we do a botanical garden/art park/museum instead of an aquarium at inner harbor? It's much easier to sustain.	1
Cafés, restaurants, small local shops	1
Cafes, farm to table restaurant, local artisans	1
Build the Aquarium	1
Buda's Meats and Produce. That store was a high-priority place our family to shop. We miss it and we are not happy that it is gone.	1
Bring Buda's back!	1
Brewery/bar, unique restaurants or rotating pop-ups	1
Brewery restaurants Playground	1
Brewery or bar	1
Booze and good grub	1

boat rides to see the eagles	1
Biking, rollerblading, eatery, shops	1
bike trail around lake	1
Bike racks are needed for market-goers. Work on the surrounding neighborhood so it isn't as sketchy. More green space.	1
Bike lanes.	1
Better pedestrian flow- often too crowded More organic produce More local products Better lunch options, seating	1
Better parking. Better restrooms. Bike locking stations	1
Better parking, the existing lots are pothole hazards. Warmer buildings in the fall and winter with local farms, artisans and merchants.	1
better parking, more seating and food. Regional Market building needs an anchor tenant.	1
Better parking for those that have mobility issues, especially near the pedestrian bridge over the tracks	1
Better multimodal transportation facilities. Currently, the market and stadium are very car-centric. We live close enough to walk or bike but feel unsafe to do so because of the vehicular traffic generated by these facilities.	1
Better access by bicycle as well as additional restaurants and/or breweries there.	1
Beautify the landscape Trees flowers Get rid of trash and homeless	1
BBQ Joint with Outdoor seating/take-out. Why not a music venue for smaller acts but with an open-air stage, where the roof of the market can protect from the weather, but the open walls allow for enjoyment of the great CNY summer/fall. I also think a good Fish Fry might do well in the area, it also does have a pier like ambiance. Another idea is to offer a NY State Fair type food offering there, possibly a place could offer a few different Fair favorites like Fair Sausages, Fried Doughs, Salt Potatoes, etc but offer them for more months of the year. I think these foods would do well with outdoor seating also, similar to the open air markets you pictured above.	1
Bathrooms, eateries, the business owners should fix these establishments	1
Bathrooms	1

Bars, restaurants, music venue.	1
bars, restaurants, coffee shops, concerts.	1
Bars, restaurants, brewery, unique food/atmosphere	1
Bars, Breweries, Socials	1
Bars and restaurants. Music	1
bars and restaurants with anchor entertainment draws	1
Bars and restaurants on the water with outside seating	1
Attractive and sustainable parking, decorative plantings near seating areas.	1
As is. It's got a charm	1
Art/greenscapes/safe & easy access to the bikeway	1
Art, music, pop-up festivals, walkability, other recreational activities, safe environment.	1
Art & vintage market.	1
Aquarium!!!	1
anything that involves activity, motion, movement, and exercise	1
An indoor market area for small businesses from Onondaga County that has stalls for each business that are free or very inexpensive. 10x15 or 10x20ft. Give small businesses, artists and craftspeople a space in the inner harbor that is funded in the cost of the project.	1
An food court area. Or food trucks there on Farmer's market days. A 'night at the market' after work Farmer's market	1
Amusement Park	1
Alcohol and outdoor seating. More restaurants.	1
Additional Eateries or entertainment activities that would enable a longer visit, or perhaps day trippers coming from outside area to stay and partake. A more festive environment. Less direct parking surrounding the venue and soften the approach for pedestrians and for the shoppers.	1

A variety of permanent vendors that don't directly compete with the farmer vendors. Some examples might be a brewery, a hardware store, small museum, coffee shop, used bookstore, credit union, barbershop	1
A restaurant/ bar n at the stadium would keep people around before & after games	1
A nice variety of ethnic/cultural restaurants similar to the Salt City Market. Perhaps some housing and a venue for say comedy/music shows or events during the day or even evening before baseball games.	1
A more environmental landscape. Greenhouses possibly.	1
A few shop selling cny products, some eateries and take out or food trucks. Definitely pedestrian friendly and inviting with space to move around. Should promote local places, products, people. Also...give people the tools to keep it tidy...trash receptacles etc.	1
A dog friendly brewery or restaurant	1
A dedicated bike path to loop the lake is a month. A restaurant/brewery with outdoor seating at the regional market would be nice especially with dedicated bike lanes as it can be a stop while riding the lake loop. Also nice to have something to attend before or after a Mets game.	1
A concert venue dedicated to electronic music (ie DJs)	1
1) Microbrewery & restaurants 2) interesting shops 3) play space for kids	1
- there should be features open 7 days a week - too much parking lot, possibly build some sort of communal shoppin/good place - maybe a hotel for the train station?	1
- Seating at the Regional Market - Bathroom facilities at the Regional Market, including family bathrooms with baby changing stations - Space for food trucks to park - Better pedestrian walkways at the Regional Market and between the Regional Market and the stadium, to make it safer to walk and easier to drive - Reopening Budda's	1
- connecting pathways to other areas of the city - reliable and fast public transit - expanded events besides baseball and farmers/flea markets	1
coffee house, cafe/restaurants, juice bar. ALL locally owned	1
-	1

Answered: 299 Skipped: 122





updating the landscaping behind the stadium. the trees and weeds are often untreated and and eyesore compared to the backdrop of other minor league stadiums.	1
Treat NBT Bank Stadium like a major league park. Create bars, pubs, restaurants within walking distance around the stadium. *I lived in Durham and their ballpark was in walking distance of eateries and shops which was extremely convenient before and after games. The regional market is great but really needs a facelift. Its not dirty but it feels very dated.	1
Trash removal. There's trash everywhere. Remove the old railroad. It's crumbling and falling apart creating huge potholes. It's raises up right out of the ground. Eye sore and terrible to drive over.	1
Trams from other parts of the city to ease auto traffic.	1
Trains or trollys to bring people from downtown	1
Traffic makes everything else harder/worse. Until the traffic pattern can change, what else can you do? Putting out lawn furniture doesn't help anyone get there.	1
Traffic flow improvements after Mets games	1
Tie in surrounding area with landscaping and dedicated walking trails between venues and perhaps utilizing eateries. Also connect to neighborhood retail and establishments. When not baseball season utilize the parking and surrounding areas at NBT for functions, flea markets, and other outdoor activities, making for year round usage. The regional market can support indoor activities for concerts and other events as well.	1
This probably isn't doable, and could be ridiculous but I think that maybe having some overhead string lights or some kind of cool lighting could be a draw or something like that. I'm thinking like the lighting in Hanover Square. I think of the Pike's Place sign, something signature like that could be cool as well. We live in an age where everything is photographed, and photographs are what sell a place. I don't think the Market needs to be a totally blitzed out instagram haven, but I wonder if some sprucing up could do the trick. Encouraging colorful or creative signage maybe? I think just something that makes it feel a little more inviting would be a big win.	1
This is an undervalued property, you have the farmers market, train station, and baseball stadium, yet 90% of it is a parking lot.	1
They are great or have a shuttle or train like you use to go all the way up to the campus	1

These areas are key community assets and destinations however they are separated from the community by auto centric roads, highways and seas of pavement. Creating stronger connections between adjacent neighborhoods and the mall is an important component of place making in this area. Something important to consider is how parking surface area can be shared between these institutions as usually their uses don't overlap. Doing this creates opportunity for breaking up some of the pavement and parking surrounding the market thus reducing car/ ped conflicts. This also creates room for green space and seating which is desperately needed to enhance the market as a destination rather than simply a shopping trip that people leave after an hour. In summary, a high priority needs to be human scale experiences and multimodal opportunities for traveling.	1
There should be FREE parking @ NBT Bank Stadium	1
There needs to be a green space of some sort.	1
There is too much flat land with no trees. If we had the trolleys back there would be no need for all that wasted parking lot space!	1
The stadium feels so isolated where it is. Great place love having it but what do you do before or after a game?	1
The roads around the market must be repaired. People come from all over to visit the market and the mall and the roads are awful. I would think the city did not care about these places because the areas surrounding the market and the mall are SO poorly managed. The roads and landscape around the roads must be improved ASAP!!	1
The Regional Market used to be a better place for local/regional farmers to sell their products. Over recent years, they seem to be being priced out, thus there are fewer and fewer of them. Too many are those who buy produce wholesale and sell it as though they are farmers. Subsidizing the Market - City and County - to keep the stall pricing down would greatly enhance the Market. We've been going for decades, weekly, and the quality had definitely decreased.	1
The place needs to be cleaned up first off. I think no matter what you do the local neighborhoods by Hiawatha are in poor condition and need to be developed. You can put whatever you want there but if it is surrounded by crumbling buildings and its not easily accessible by bicycle or public transportation then I believe the city is wasting its money.	1
The more fresh produce the better. Use the location to support small businesses	1
The market should be managed by a municipality rather than an authority. There is no accountability or transparency in their actions. There are so many opportunities to reinvigorate that area and the administration is stuck in the 50s.	1

The lake is beautiful as it is. Commercial development should focus on facilitating people's enjoyment of the landscape, plants, and animals at the lake without disrupting the natural environment that makes it special.	1
The CNY regional market is just not cute. Other city's farmers markets are quaint and pretty, when I go to this one I feel overwhelmed by how big it is and how industrial the buildings are. I just want to get in and get out as quickly as possible.	1
The biggest thing that can transform this area is making access easier for non-car forms of transportation. This area of town is a pedestrian's nightmare	1
The area needs improved aesthetics. Landscaping, roads, paths, curbs. The area feels too urban concrete/commercial.	1
The area lacks anything "Good Looking". Train station is terrible. Architecture should be unified "Craftsman". Aquatics center will bring folks to area for positive health and fitness.	1
Stadium was built in the wrong place unfortunately. Market has so much potential. Add small outdoor performance venue.	1
Somehow add amenities like microbreweries, pubs, music venues in walking distance	1
Smaller vendors have the good stuff. Maybe some tax breaks (ala Congel/Destiny) would encourage this? Maybe excluding non resident ownership?	1
Shops, outdoor supplies like a Country Max type of store	1
Sell to local business and get all gov't influence out!	1
see # 6	1
Seating is nice - limiting parking/driveable areas would be great as well. Right now it's a free for all and people drive recklessly for the amount of pedestrians that are walking around. If we are going to add seating, more vendors for prepared foods would be good (but not at the expense of fresh produce please), similar to the Seattle Pikes Place example you have shown. The Saturday market has an entire shed of non-food related vendors that seem like they would fit more at home with the Sunday market.	1
Seat numbering is very confusing with odd / even sides	1
save the money and loop the lake without dangerous detours (Hiawatha Blvd).	1
Safety. Landscaping. Seating. Food trucks could be a nice addition during Market hours. And again Safety. Perhaps K9.	1

Safe bike lanes/path to ballpark would make trips to game on bike easier/safer, events combined with market and games could be larger draw	1
Roads and a new ball team	1
Rideshare area, easier connection between the two?	1
Revitalize some of the buildings nearby around Hiawatha Blvd and Park St, particularly things like the old Penfield Manufacturing building, to help the area look less run down. The infrastructure around the re needs much work, not just roads by the buildings, but things like the I-81 exit for Hiawatha Blvd. Re vitalizing the roads there will help the area to look more attractive and appealing to travel to. The area also needs to be much more walkable.	1
Restrict amount of cars in the area. Make it dense, walkable, and we'll connected to public transit.	1
RELIABLE AND SAFE PUBLIC TRANSPORTION IS A MUST. Also, both venues need to be used more in their off-seasons or days. I have seen ideas tossed around for ANOTHER stadium, but why is this one empty so often? At the very least spread out the Market and have both venues share parking but increase connectivity with safe, reliable public transportation.	1
Redesign the inside facilities -- eliminate the middle aisle from the first building -- it makes for congestion, safety hazard if the building had to be evacuated quickly. Do not allow cars to park within a zone by the buildings, too close to pedestrians. Have M&T Bank put a walk up atm at the opposite side of the drive up one -- people stand in line in the drive thru to use the ATM. One slip off a brake pedal and you have a pedestrian/vehicle accident.	1
reclaim some of the parking lots and turn them into something, anything! start building vertical for parking structures, locate them away from attractions and create a pedestrian only "mini town" with restaurants, shops, etc...	1
Public transport	1
Public access restaurant at nbt. Heated indoor market in winter	1
Protected bike lanes from the waterfront to the CNY regional market and that connect to Onondaga Lake Park would be a phenomenal investment.	1
Pedestrian walkway between market and parking lot across street. Have some local musicians playing have a nice outside seating area.	1
Pedestrian friendly, connecting the broader area in safe ways for pedestrians and bike riders.	1

Paved walkway between the two, along with a bike path. a least one restaurant should be built between the two. There also should be space for food trucks and other small food vendors (hot dog carts<etc.).	1
Pave the NBT bank stadium parking lot	1
Parking is great near the stadium but behind the market seems quiet and maybe a set up like Syracuse nationals for outdoor tents.	1
outdoor rec area/picnic for public, dedicated brt route from bus station to downtown, pedestrian infrastructure guiding you from bus station to regional market	1
Open the OnTrack line back up so that people can easily get to this area without needing a car.	1
Nothing new, but continue the deals for baseball game concessions. Those are nice reasons to enjoy a day at the local ball park.	1
None, not interested.	1
None at this time but if there were more Wmwe would likely visit it more often	1
No changes to stadium. For the market, more actual farm to table. Too many stands that have wholesale grocery produce.	1
Nice improvements with the stadium.	1
Needs to become more inviting rather than just a destination for Baseball or a Farmer's Market. Needs to be promoted as a destination with easy connections to Destiny, Inner Harbor (Trolley's?). Perhaps concerts, family oriented events with of course enhanced security that will make the area feel safe and draw people in and somehow incorporate the Regional Transportation Center.	1
Needs better lighting sidewalks and BENCHES SEATING. The Regional Market needs to be audited and a new board. There is much more that could be done with the market and is extremely under utilized. The extreme lease rates killed the business for the boards pockets while hurting those who could really use it. We need a picnic area with grills and a year round pool.	1
need better connection between mall, market, and stadium. need to draw people down there on a more regular basis not just farmers markets to make it feel safer	1
NBT could use some additional food options and Coca-Cola icees	1
NBT bank stadium is awesome	1

NBT bank stadium has far too many fireworks events during the summer which creates noise and air pollution and is not healthy for surrounding areas. In my opinion it also diminishes the unique nature of fireworks on the 4th of July.	1
NBT Bank stadium could have a better fan experience outside of the stadium. Porta potties and trash cans is a no brainer. Maybe some food trucks and possibly a zone where kids can do something fun before the game. A grass or turf play area. There parking lot is rarely full.	1
Na	1
Must make it possible to walk from train/bus station to the Inner Harbor & the aging mall. Need venues that cater to small, local entertainment organizations. A place where people can go to become involved in an activity. Similar to Salt City Market but for theaters, gaming, arts & crafts, etc. Avoid chain restaurants and shops! That is THE FASTEST way to make the area uninteresting - watch what happens to Marshall St. by SU as an example.	1
move them downtown	1
Move the stadium downtown. It was such a shortsighted vision to make Destiny the center point of our area	1
Move it.	1
More trees and clean up the trash Clean the roads	1
More public transport connections, more bike and pedestrian friendly access.	1
More prominent signage and entryway from the main roads for Reg Market and NBT	1
More pedestrian access all around—walking, biking, lighting for safety, etc. it looks so ugly with all the dirty roads and right of ways that aren't maintained.	1
More outdoor food establishments	1
More greenery, flowering trees and plants. Bike and walking paths. Covered gazebos and pedestrian areas	1
more food stands at the market , where you can eat lunch .	1
More flowering trees and plants	1
More concerts	1
More bike and pedestrian accesability to NBT Bank Stadium	1

Modeling after popular public markets such as Quincy market in Boston, St. Lawrence Market in Toronto, or the public market center in Seattle.	1
maybe an electronic sign communicating current activities or events	1
Maybe a little more grass	1
Market is same as a century of ago - needs updating big time The goofy aquarium idea is not a starting point - throw that out!!!	1
Make the area look less industrial and more inviting, or a way to blend them into a seamless landscape incorporating similar themes and materials. Keep it as natural as possible, natural, local materials, recycled industrial pieces for art installations	1
Make it so I can bike/walk from downtown to the Market/Stadium	1
make it feel more connected with the rest of the city somehow.. add more trees to the landscape, maybe some pergolas and places to sit down, native plants.	1
Make it an Industrial Park. Focus on getting our residents some decent jobs that are within walking distance. Any decent job locally is almost always outside the city. You got plenty of room to expand behind the stadium, all the way to Pilot truck stop. Lure some warehouses or distribution companies to it. Focus on the inner harbor for entertainment. That's where all the potential is.	1
Make accessing stadium more bike and pedestrian friendly, it's predominantly designed for cars, much traffic to go through on foot or cycle.	1
Lots of security.	1
local food trolley from downtown or SU? dog park? brewery? a place for pregame get togethers? education on the lake cleanup?	1
Local brewery or outdoor restaurant at the market	1
Local brewery and eateries	1
Live music venue. My friends and I used to love going to the F Shed (?) concerts in the early 2010s	1
live music before the games	1
Landscaping of the area would go a long way.	1
Knock it down and build it downtown where it should have been	1

I've previously written about ideas for this general area on my blog here: <a href="https://www.thomasbardenett.com/blog/2018/9/11/grant-boulevard-and-the-heart-of-the-northside-part-three-the-baseball-stadium">https://www.thomasbardenett.com/blog/2018/9/11/grant-boulevard-and-the-heart-of-the-northside-part-three-the-baseball-stadium</a> and here: <a href="https://www.thomasbardenett.com/blog/2019/1/10/washington-square-a-more-lively-franklin-square">https://www.thomasbardenett.com/blog/2019/1/10/washington-square-a-more-lively-franklin-square</a>	1
It would be great if we could access the regional market from the bike trail	1
It could be used as a hub between the NYS bike trail and the lake bike trail. Connecting these two bike systems would enable better bike access. I believe the technology advances in electrical vehicles will enable a new wave of ebike riders that Syracuse has the opportunity to cultivate. Parking is already maxed out at the farmers market. Connecting the bike systems to the area would increase customers and hopefully free up space used currently for parking. I have never visited the NBT Bank Stadium, but I know where it is.	1
Invite food trucks to the regional market on Saturdays during the fresh food market. Designate sitting and eating areas with benches, tables, chairs, and umbrellas to encourage people to spend more time and money at the market! Encourage local businesses to participate in the market.	1
Infrastructure for activating these spaces in the winter! Snow fest, snow man competitions, sleigh rides, etc. Winter food events with heaters and tents?	1
Indoor plant nursery	1
Increase the space as much as possible without changing the current aesthetics. Encourage a longer day (rather than the frantic 3 hours when it is so overly crowded one cannot really stop to look at anything) Bldg F set up is nice as it encourages people to stay and look and PURCHASE! Have some pleasant live music, cooking or planting/harvesting demos. Vendors could offer live demos on craft brewing, maple sugaring, wood working, sewing.....get 4H involved too! Make this a DESTINATION!	1
Incorporate green space and or trees in the parking lots and use water permeable materials in the renovation.	1
Improved parking and better walking paths. Cars navigating and walking traffic are very close currently	1
I'd like to see more use of the regional market space - maybe weeknight food truck rodeo with live music or similar week night events.	1
I wish the market stayed open later, like 4 or 5 pm	1
I think making the area between nbt and destiny walkable and another area like armory square would be huge. But I think the area needs a lot of capital improvement/investment.	1



I lived in Seattle for 8 years and Pikes Place market is a phenomenal example to take ideas from. Affordable, locally sources goods and services could be a huge step to bring the people of Syracuse together and bring tourism into the area.	1
I know we need parking lots, but green spaces attract people and parking lots are a maintenance headache. Just because we have space for more parking lots doesn't mean we should use it. Let's build better walking and pedestrian infrastructure, more parkland, and get away from the idea that we must always park right next to our destination.	1
Great improvements so far at NBT, need some ideas to revitalize the Regional Market for year round use, wish I had some solid ideass	1
free wifi , Drive in or bike up movie nights, host festivals or craft fairs, improved soft and hardscapes	1
for the market more setting elderly people don t have the stamina to walk to far and rest stops are a needed thing	1
Food Trucks, antique show, Taste of Syracuse style event, night market, Christmas market. Concerts at the stadium.	1
Food trucks	1
evening shopping hours (like the old Thursday evenings)	1
Encourage vendors not to use styrofoam. For prepared food takeout. Give them info on alternative products inexpensive products for food packaging?	1
Do a deal for an aquarium that is connected to Destiny. It will be a win for the area and a win for the mall.	1
Difficult to access by foot.	1
Definitely have to consider I-81 coming down and how we want traffic to be routed along there so it's accessible but not too crowded. Personally think it would be a great stop for a bus or rail line.	1
Dedicated area for live entertainment.	1
cycling infrastructure the current way there is horrible. The bike route between the end of the park to the stadium is so bad it might as well not exist	1
Currently the market is bounded by heavy traffic off I-81. To revitalize this area it needs to be connected (walkable to the inner harbor and the parkway.	1

Consider alternatives to the asphalt dominated landscapes here. This area has an incredible ecological history, and I would love to visit a park in this area that could connect to the market or stadium.	1
concerts in F Shed again!	1
Concerts at NBT bank stadium and other events (shared stadium like the meadowlands).	1
Complete the lake loop bike path with connector to regional market!	1
Close off those rows of diagonal parking closest to the market sheds on Saturdays. Cars trolling for those parking spaces and backing out are a hazard to pedestrians. That could be used for more vendors, activities, entertainment, or seating.	1
Change the members of the Authority running the market to bring in more progressive ideas	1
build the aquarium	1
Build a World Class Aquatics Center like Greensboro NC has and redevelop those area attracting healthy lifestyles.	1
Bring in traveling shows/amusement to the stadium like the world's largest dinosaur exhibit, circuses, etc.	1
Bring back the OnTrack rail line and extend the line to NBT bank stadium to link it with Armory Square	1
Bring back Buda?	1
Bike/pedestrian accessibility via trails from 7th north (bikeway trail head) to nbt bank stadium parking lot (bridge/ramp already exist)	1
bicycle pump track	1
Better pedestrian connections over bridge from inner harbor and from washington square neighborhood. Also, extend up the bike lane to the market that is being built on Lodi and ensure it is a protected bike lane, not just a painted bike lane (I was at TNT eastside so there was a presentation about this project there this week)	1
Better parking at the Market would be nice.	1
Better parking and car access	1
Better management, cleaner facilities. More eating places at the Saturday and Sunday Market. The loss of Buda's was a huge blow.	1
Better flow of traffic inside area	1

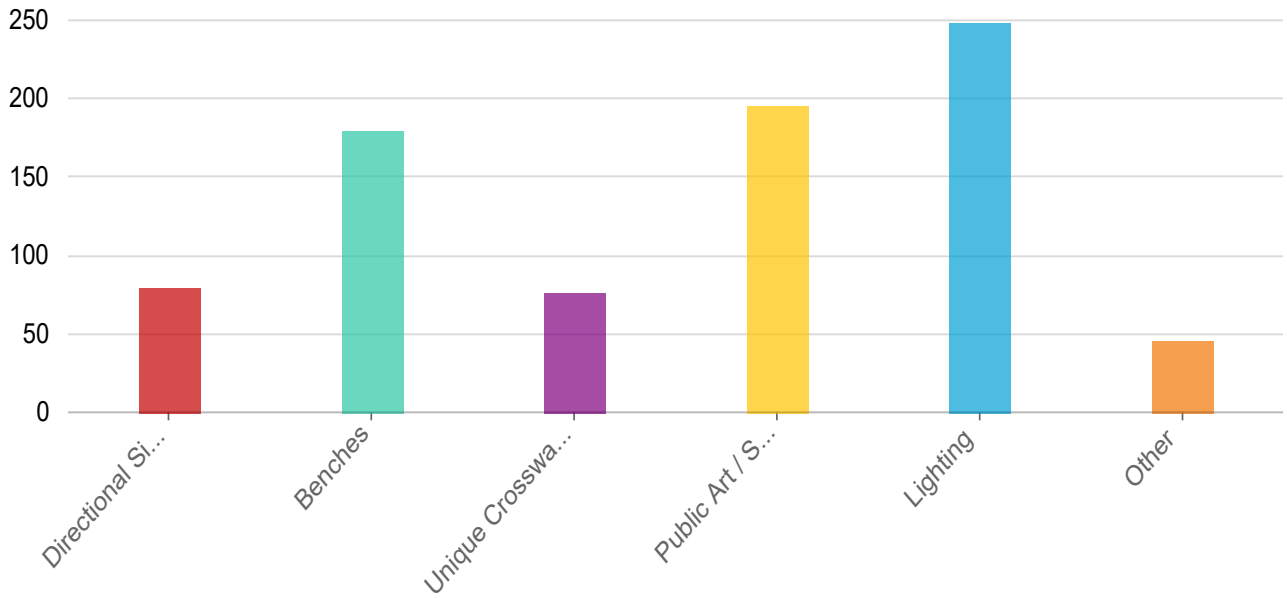
Better connect the 2! Nobody goes there before and after games. Mets themed bar in regional market and a walking path between the 2 would be great	1
Better bussing and public access to the farmers market. It is extremely car-centric right now.	1
Better bus service.	1
Batting cage at NBT for fans	1
As mentioned, market rate housing, venue space, some events planned for the stadium like this event in Rochester: <a href="https://www.rocsummersoulfest.com/">https://www.rocsummersoulfest.com/</a> Perhaps revive OnTrack with a stop at the stadium/market, which can also be used for park N' Ride especially with the tearing down of I-81. If so, have better signage and add it to the CNY Transit Authority.	1
An increased law enforcement presence. We're all aware of the uptick in violent crime. People from the suburbs will be apprehensive to hang out without an obvious plan to mitigate recent violence in the area.	1
Adding more local vendors	1
A store , like a grocery, but with all local	1
A small concert venue, like Jacobs Pavilion in Cleveland, or similar amenities to Canal Side in Buffalo	1
A sculpture garden, arboretum, or park with public art.	1
A safe way to get from parking to the market when crossing nbt bank parkway if parking next to the freezer building Less space dedicated to cars right next to the market	1
A pedestrian bridge or larger walking paths connected the stadium, mall, and market. Revitalizing some of the green space to make for more visual appeal. Possibly painting the overpass to brighten up the space, LED lighting underneath?	1
A greenhouse/garden supply store at the market would be nice.	1
A gateway arch to the regional market. make traffic less dense at the mall entrance. Continue developing businesses on Park Street: sell micro store-fronts.	1
A cheese specialty store	1

<p>a booth(s) different local bakery, cafe, restaurant cooking/selling menu items. a gelato/ice cream booths for a non-profit organization to promote their organization, sell basket or raffle tickets or merchandise to support their charity as well as encourage volunteering. a few hands on craft tables teaching art/crafts &amp;/or gardening tables with demonstrations &amp; garden tips. NBT Stadium if don't already concessions should have spiedies. more local &amp; school sport events at NBT Stadium. booths &amp; nights featuring local non-profit organizations &amp; a library night to encourage reading &amp; visiting cny libraries &amp; also booths or tables feature art, books, cd's, dvd's, newspapers, puzzles, etc. on baseball &amp; other sports. NBT Stadium parking lot when stadium not in use - could be used for charity or community garage &amp; rummage sales. Also for Food Truck Rodeos. or different type curbside events.</p>	<p>1</p>
<p>A bike lane up Onondaga Lake Parkway.</p>	<p>1</p>
<p>1) bike lanes should be separate from street 2) Charging stations for electric vehicles</p>	<p>1</p>
<p>- The SMTC RTC/Market Area Mobility Study has a lot of mobility-related improvements that would be great to see implemented. - The whole area could be branded as a Market District for the City. - Explore opportunities to connect this area to Ley Creek and ultimately Onondaga Lake - could there be a paddleboard/kayak rental and launch area</p>	<p>1</p>
<p>- housing</p>	<p>1</p>
<p>-</p>	<p>1</p>

Answered: 176 Skipped: 245

**Page 3**

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**Answers** **Count** **Percentage**

Directional Signage	80	19%
Benches	180	42.76%
Unique Crosswalks / Markings	77	18.29%
Public Art / Sculptures	196	46.56%
Lighting	249	59.14%
Other	46	10.93%

Answered: 414 Skipped: 7

Please list any other ideas you would like to see!



<p>Winter snowmobile events if the harbor freezes. Allow regulated races maybe. Can we get the Oneida s to open another small scale gaming venue to the inner harbor? They have them everywhere else. I don't gamble but I often go for the entertainment that they book. People are worried about attracting t he wrong crowd or crime. Well the crime is already horrible, so what do we got to lose. Shops and res taurants should be lining much of the harbor, along with a full boardwalk. Lets have some smaller car shows with prizes. People have to meet in the Wegmans parking lot in Liverpool for gods sake. Witho ut taking away from the mall were stuck with, why can't we have a complex like the Wharf in Orange Beach, AL along the harbor. Every summer I take my money and family to vacation destinations to enj oy car shows, street shows. We should be taking the best from the best places around the country so we can stay here. Can we an indoor waterpark down there instead renting a hotel room.</p>	1
<p>Why not a small island with a fountain in the creek as a focal point, perhaps an old fashioned mill typ e.</p>	1
<p>Well constructed walkways directly on the water from inner harbor all the way to the mall with extensiv e lighting to allow easy movement to and from. Integrate businesses along the way to make people fe el safe traveling between the 2 locations at all times of day. Remove ALL of the trees/junk between th e water of the inner harbor and the walkway</p>	1
<p>We should connect the Inner Harbor to the mall/market/stadium area with a protected bike lane. The I nner harbor should open more restaurants/bars with views of the water and outdoor seating. Festivals and events at the harbor are also lots of fun.</p>	1
<p>We need a community area not an aquarium. Please build a public pool for access year round. We de serve and need it. Also bbq grills and pavilions for neighbors to gather.</p>	1
<p>We don't need unique crosswalks, we just need crosswalks. Before the nice-to-have's are put in plac e, please prioritize getting the basics done right. Complete streets, public transportation options, stree t furniture, and vegetation should be your priorities.</p>	1
<p>waterfront viewing for all seasons. small and larger boat docks. canoe and other watersport launching and rentals. food and entertainment businesses.</p>	1
<p>Varieties of food trucks, lots of bathrooms, security guards and/or police presence</p>	1
<p>Use trees to create art opportunities. A canopy of mature magnolias could be a stunning photo opport unity. Or cherry trees, lilacs, and other flowering trees.</p>	1
<p>Unique lanscaping and structural ideas. I think unique landscape ideas that people may not expect to see help to provide a great atmosphere.</p>	1
<p>Unique garbage receptacles</p>	1

Trees with lights on every block year round	1
This space should be developed as shops, restaurants, and baas with lots of overlooks on the water. I think a water taxi between inner harbor, amphitheatre, and long branch might help move people around the area.	1
This is where the amphitheatre should have been. Maybe there could still be some kind of outdoor concert venue here, something smaller. There could be weekly concerts in the summers. Maybe make the space for some festivals that don't make the cut for downtown?	1
This area needs unique and cool design that will draw people in and make it memorable	1
Think Baltimore and Fells Point, that is what I think of (and want) when I hear "Inner Harbor", dining and bar hopping.	1
There's not enough to do in the area to require signage or crosswalks. Definitely build the aquarium. Include exhibits that include local fauna such as the endangered species frog that lives only in Cazenovia Falls Park. Include a museum recounting the historic nature of our city and county. Build a proper salt museum including maps with the history of the canals and railways that existed to transport the product, and how it kept meat from spoiling for the Union Army. Move the MOST to the inner harbor with some new science exhibits (see the Baltimore Science Center) and a new planetarium.	1
The walkability in this area is quite nice, great place to run walk or bike. What it is missing is services and businesses! Iron pier's downstairs tenants have taken off, but the area feels empty and needs businesses most to me.	1
The standard here should be Buffalo's Outer Harbor. Beaches, bike/boat rentals, pop-ups, events, trails, and lots of greenery. It links to skate parks, bike parks, etc. which we could do too if the creekwalk connected to Onondaga Lake Park on the eastern side. Keep it quiet/peaceful - limit cars and parking. Make it human scale (think Franklin Square). Natural resources should be the priority here. The water is the draw. It needs to be clean. Small boating should be a thing. Surrounding wetlands and marshes need to be restored to their original beauty. Without those salt marshes there would be no City of Syracuse. There has to be things to DO. Nature+business is the perfect pair. Buffalo nailed this. Signs, art, crosswalks are good additions but they are not things to do. Swimming, personal watercraft rentals, food trucks, beer garden, aquarium, trails, even the mall, are good ideas. Must make human scale. No one will walk a mile through empty lots to get to the mall from the Harbor.	1
Syracuse could benefit from taking a look at Pullins Park in North Carolina	1
Swing benches like they have at Stewart Park on the Cayuga Lake shore. They are great! Water taxis to the Amphitheater	1
Specific areas designated for Food areas i.e Food Trucks etc and perhaps Concerts by the water.	1



Something of core interest. Such as a fountain. Or blossoming trees.	1
Something done about the bridge. Too dangerous. Sidewalk overgrown and filled with wreckage of truck strikes. Cut the weeds down so bikes and pedestrians can use the sidewalk.	1
Something brick and mortar style with a mix of year round entertainment and seasonal entertainment such as Canalside Buffalo.	1
Sign boards with images telling the history of this area. SECURITY to make and KEEP this area safe and in good order. I want to feel like I can go anytime, not just when there is an event. Street food vendors and plenty of trash cans.	1
sidewalks-some expansion of sidewalks has been done; mixed use, including residential -affordable - and some commerce, e.g., groceries but other types of shops, too, perhaps on street level with apartments above.. At one point, a branch of OCC was planned-that would be good, perhaps a branch of OCPL either co-located with OCC or on its own. There should be something more for residents than bars and restaurants. And, public access should be maintained to the waterfront.	1
Security forces	1
security cameras	1
Sculpture.	1
Safety assurances	1
Safe pedestrian access along Solar street	1
Restaurants eateries for boaters	1
Repair and maintain what we already have. Overgrown weeds along walking paths and rotting boards on the docks are frequently encountered. Fix the Harbormaster Building and get rid of the fence blocking pedestrian traffic. Public restrooms? A public boat launch and boat house would be incredible.	1
Regular trash clean-up and more care put into the roads and landscape around this area Right now it is quite poor looking.	1
Reduce the bright lights coming from the sewage treatment plant, they are brighter and more intense than any other lights along the lake shoreline. Totally unnecessary light pollution. .	1
Really make the area completely walkable both in summer and in winter. Establish unique lighting for both safety and unique environment. On signage show how long it will take to walk between venues.	1

Quite frankly make the area safer. I would not walk or sit (with the exception of eating or walking a short distance to my car) around there at night right now.	1
public space for events like Taste of Syracuse and Brewfests. More choices in restaurants and bars. Indoor/outdoor play areas for kids.	1
Public bathrooms and police presence to deter crime	1
Public art is a good idea too.	1
Public art installations	1
Please see above -- more housing. Preferably mixed up income but any new housing increases supply.	1
Please god NO AQUARIUM, affordable housing. Mixed use development. Small business incubator.	1
please do the aquarium and don't listen to naysayers! my kids need things to do. Just spend enough money to make it a true draw and something we can be proud of please	1
Playground	1
Picnic tables and grills	1
Pavillion, trees, fountain, picnic tables, public park, playground, dog park, rest rooms	1
Parking spots for food trucks/pavers in the walkways and greenery in the medians a tourism trolley on the old OnTrack system with art Connection on Park Street going to Onondaga Lake --special lighting --signage announcing the harbor starting as far back as Salina A mural "alley" on park Street to regional market. Parking spots for Food trucks	1
Onondaga lake tour boat Fountain Dog walking areas Fitness trail with fitness stations	1
NOT AN AQUARIUM! Lived here for 12 years and have never been to the inner harbor	1
Not a safe area. Just disrupting wildlife. Let the walkers & bikers go to Onondaga Lake. A waste of money here.	1
NO Aquarium!!!! More outdoor music events Attractions for families Tourism not really a viable idea	1
No aquarium! It's not going to be the attraction you expect and it will be a money pit. Also, stop interfering with bald eagles on the island. They don't need development. They need peace and quiet.	1
No Aquarium with taxpayer money!	1

No aquarium required. It would be just one more thing the county will neglect and eventually fall into disrepair.	1
No aquarium or athletic fields, terrible ideas for location	1
Need places to sit, rest, have lunch, etc.	1
Native landscaping	1
N/A	1
Murals!	1
More police	1
More pedestrian friendly amenities here—fishing access, bike racks, trails, food trucks, etc.	1
more healthy lifestyle & family oriented - no booze, crime, drugs, garbage mess & noise.	1
More green space	1
More flowers and trees.	1
More festivals,	1
More events in this area. Maybe an outdoor antique show and sale. Jazz Fest!!	1
More bike- and pedestrian-friendly opportunities.	1
Mixed-use retail and residential housing (preferably high-density) would be a huge upgrade for this area. There is already easy access for pedestrians via the creekwalk, and making the area more of a destination rather than simply an area to pass on your daily walk/run would add a cool waterfront piece to Syracuse, similar to places like Ithaca, Binghamton, Owego, etc.	1
Mixed usage for businesses, offices, housing, park space and perhaps fulfill a space for one of the colleges similar to the plan for OCC. An indoor mixed use arena/athletic space with an adjacent soccer/football field/stadium that can be used for a college or pro team, but also for the youth (camps, events like AAU, etc.) and city parks and recreation leagues.	1
make nature the center of the place. plant more native plants and trees. community garden of some kind. keep the place maintained and free of garbage dumping/ some sense of security and safety.	1
Make it walkable, focus on community space not parking lots or more lanes for cars. Something like the Buffalo canalside.	1

Lots of security.	1
Loop the lake please.	1
Lighting	1
Let's make this accessible for everyone	1
Landscaping! The view of the Aloft Hotel from the Freight House is beautiful. Would love to see more landscaping to match around the entire Inner Harbor.	1
Landscaping would be phenomenal here, it's the perfect kind of location to beautify and draw further walking traffic to	1
Landscaping and influx of trees. So many trees you wouldn't even think you're in Syracuse.	1
Indoor and Outdoor Aquatic Center.	1
I would love to see a CLEAN and inviting space ...someone should be inspecting what we currently have daily and sending crews out to take care of the many problems. Trash along the creekwalk and in the creek, as well as in the inner harbor area and water's edge, missing bricks on the inner harbor heading toward the aloft. - they have been missing for years. What does all of this say about syracuse ? No one really cares, throw your trash, ruin our structures with your graffiti. The city and county need to help their workers and citizens take pride in our home. Leadership should be in person checking things out weekly/monthly. Inspect what you expect.	1
I would like to see opportunities to get something cold to drink as you are walking through the area.	1
I want to see the aquarium! It would be a safe and healthy activities for the children	1
I think that area needs help w all of the above, but people view the area as sketchy. Need to make it safe, inviting and interesting	1
I think some sort of obvious connection for biking/walking to creekwalk, even to Buried Acorn/Destiny, and possibly to NBT Bank/Farmer's Market. Although it is enough of a walk to warrant some sort of people mover. Also wanted to mention it's tough with the sewage plant right there on some days. Temporary solution: Some sort of indicator that today is going to stink. Long-term solution: Some mitigation of existing fumes or somehow moving/offloading plant to an auxiliary plant to lessen the load.	1

I think cool lighting like is available in Hanover Square would REALLY bring people in. I think colorful/unique signage could be a great addition to crosswalks/markings. Sculptures are a great idea but I think many times require upkeep that can be unattainable, and end up becoming unattractive. Sculptures are great, but simpler is better- like the little circle mirrors sculptures off of East Genesee. Great outdoor sculptures compliment their environment and become a part of it- they do not steal the show from their environmental surroundings. Bold isn't always better with sculptures.

1

I think benches, the unique crosswalks and markings, and directional signage are a nice addition. Outdoor fitness programs. Dog training sessions. An increase in trash disposal containers artfully painted. Flower gardens. Safety perhaps K9

1

I think an aquarium doesn't make sense. Tampa is a major city on the ocean and it's aquarium doesn't even make it money. I think people would much rather have a place where there can be concerts, food trucks, and places to just stroll on a nice day. Green grassy areas would be a must. Think of Rochester with their lilac festival or DC and their cherry blossoms. It would be so nice to have something where each spring you knew it would be the most amazing stroll! Honestly, we don't need some rich persons name attached to a building to say hey look come inside and see a dolphin that doesn't belong on upstate NY.

1

I think all of the above are important. Including lights for pedestrian crossings. Event space for markets, concert events, fundraising, picnicking would all be great.

1

I really like the public art option, but functional and pedestrian/cyclist safety improvements should be made first. A kayak launch or paddle board launch similar to the launch at Onondaga Lake park could be an interesting addition too.

1

I really like the creek walk/inner harbor public spaces. The creek walk is tight for bicycles and pedestrians. It would be nice to separate them.

1

I love the aquarium proposal! The landscaping seems to be improving, and that's nice. A large greenhouse conservatory would be a year-round opportunity for residents to enjoy nature.

1

I like the inner harbor portion because it's got an old fashioned park look however I think the Aquarium should go where Destiny currently is, it was very cool for the time it was there but it's too big & abandoned I feel like where it is should be a museum & a look out area for the eagles along the lake & maybe outdoor stuff dining sounds cool with seating but water activities might be a stretch with lake conditions, shops similar to Camillus along with a new discount theater I think sound awesome to! :)

1

I do not support the aquarium, it's a County boondoggle. Onondaga Creek is very silted & not appealing. In addition to the Bear St. bridge, the CSX bridge blocks many boats from reaching the lake where they will see mounds of trash on Murphy's Island. I support tourism focused on the Eagles' presence.

1

I am disappointed that there is nothing listed about landscaping, native plants, green infrastructure or habitat restoration. I think that all of these are critical placemaking tools for a waterfront as one reason people are drawn to water is to experience a somewhat peaceful natural environment. I would prioritize native plant and grassland type landscaping in this area which would be well complimented by public art and creative crossings/ traffic calming measures.	1
I am a big supporter of an aquarium. I travel to Salt Lake City frequently to visit my grandchildren (ages 4 & 7). On every visit, we go to their living planet aquarium. The kids love the experience as, do my wife and I. They have educational programs and each visit we learn something new. The harbor would be an ideal site, just like the Baltimore aquarium. Funding to reduce poverty is worthy, but short term. Just like President Biden releasing millions of gallons of gas from our reserves. The aquarium would be long term benefit to our community and its children. I would be happy to verbalize my thoughts at any time. Thank you. Michael Bome	1
Historical signage, educational/preservation of the nesting bald eagles.	1
Historical markers.	1
Historical markers and signage	1
high-density affordable housing; electric car charging stations; bike sharing stations; underground parking; Native plants fields	1
Have you ever been to Myrtle beach. Why can't the inner harbor resemble the Broadway at the beach complex. It's not a beach, but it needs a boardwalk that lines the inner harbor that extends down each side the lake. They even had little speed boat rides inside their little man made pond. Allow shops, bars and restaurants to line the shore instead of private apartments. Here in Syracuse we like to eat and drink. Can we revisit when Syracuse University wanted to build an arena just for the basketball team, and put it near the harbor. How about a tall observation tower near the lake next to the aquarium? A long observation pier extending into the lake below the tower. Bird watching sunsets on one side, the city skyline on the other. Weekend street shows during the warm weeks on the boardwalk. Virginia beach and Clearwater pay people to do hula hoop, magic shows, acrobats, one man bands, and arts and crafts. Can we get a TopGolf type venue in the harbor vicinity?	1
Have some local artists paint the buildings to jazz them up	1
Get gov't out and let local business take over both risk and benefit	1
Garden and water fountains	1
Food truck events	1
Eating areas	1

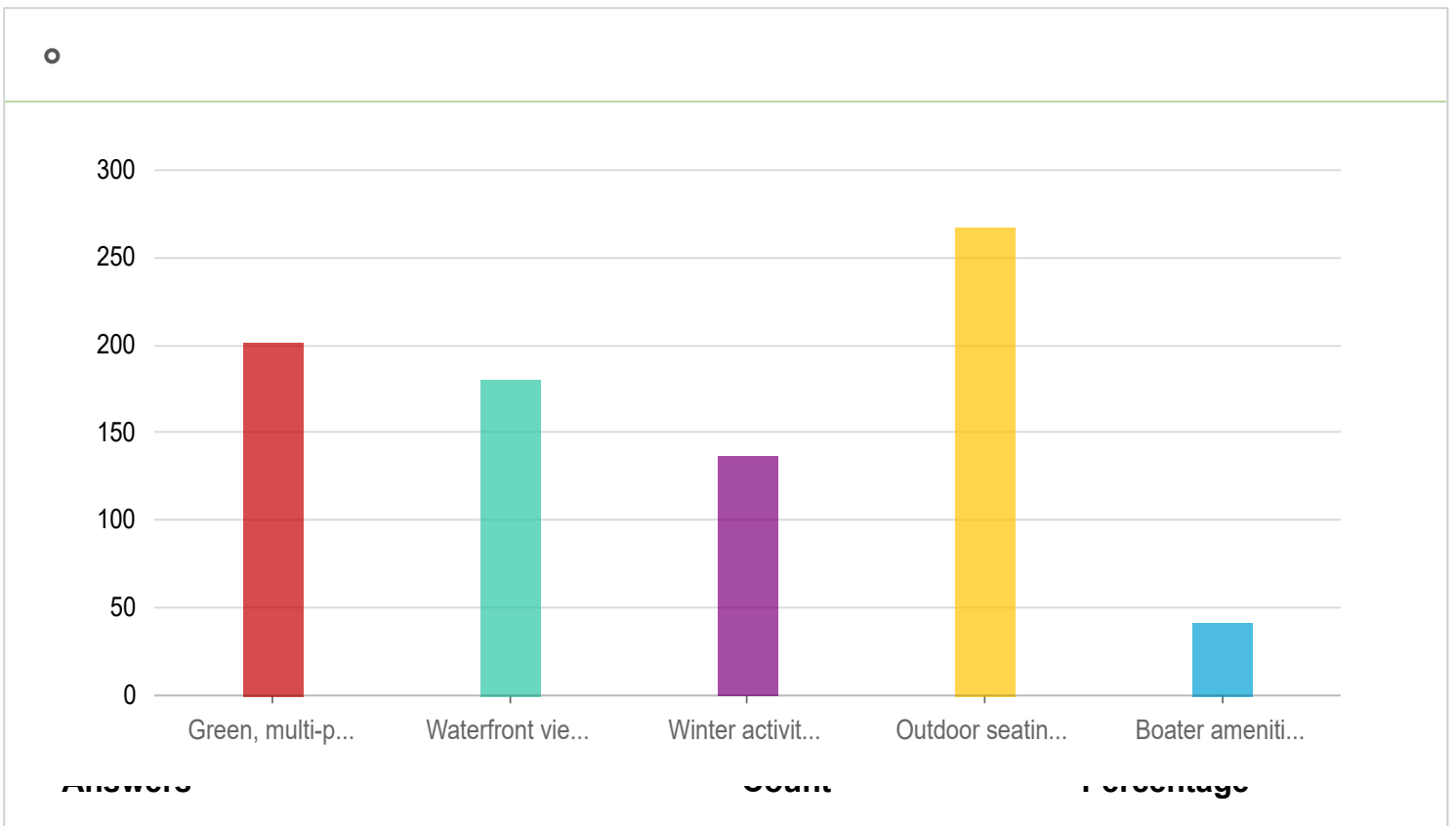
Ease of parking is always an issue. an indoor market for small businesses to have stalls would be amazing if it is inexpensive so a profit could be made.	1
Dredge the harbor and entrance way to the harbor.	1
Don't waste \$ on the inner harbor, put the funds into Onondaga lake Parks instead. Reduce the parkway to two lanes and restore it as a park area. Plant tall evergreen trees around the sewage treatment plant.	1
Disney Spring's - like place to go!	1
Directional signage to what???? Lol. Develop more green space. Put in soccer fields. With so many young refugees in Syracuse we are surely in need of soccer fields. Picnic areas for families.	1
Directional signage & benches as well.	1
Development of the large vacant lot into either extended park area (with native tree canopies and paths etc) or into mid level density mixed use	1
Develop the open fields, deemphasize parking lots or utilize nearby lots at Destiny, create central plazas for new developments, split the main undeveloped block to the east to connect up with Harbor View and the new Court Street bridge (I-81).	1
Develop it into a vibrant neighborhood! (And do not let Cor do it, they are only good for suburban properties)	1
cycling infrastructure	1
Cops riding around on ATVs to make sure that the criminals in the city don't mug and robe people trying to relax and enjoy life.	1
Clean, bright well lit areas that encourage people to bring their families down to enjoy. Trash receptacles that are emptied daily. A commitment from the county and city to build it but more importantly to stand behind it keeping it beautiful for all. Too many people have the idea that they can spray any design anywhere and it's ok because nothing is ever done . Too many leave belongings, bedding anywhere because they know they can and will be able to get more . Too many are dragging our city down with their actions. Would love police to drive slowly to notice what is going on so we can address it.	1
Clean up and dredge the harbor	1
canoe, kayak and paddle boat rentals would be nice.	1
Call boxes in case of emergencies.	1

Breweries/distilleries/restaurants	1
boating access, bike infrastructure for boaters to access downtown easily. restaurants and waterfront viewing. enhanced natural areas for experienced wildlife, apartments/townhouses, preserve outdoor green space for playing and hanging out	1
Bike paths. Bike lanes	1
Bike locking stations	1
Better lighting and directional signage. Dog waste disposal bins.	1
Better kept gardens	1
Benches. I would prefer Standard crosswalk etc to complete w usual ones.	1
Benches, Community Garden, Unique Crosswalks	1
Benches Clean up the roads	1
Basically this area should be mixed residential and commercial with lots of public space. We should treat it as an experiment in a planned community with everything someone who lived there would need or want from a medium-density urban location. There should be safe places for anyone to live or work within walking distance. Developers NEED TO PAY TAXES. You shouldn't have to have a car. Rents should be reasonable--no more of this luxury apartment nonsense--but keep governmental oversight so there is no ability to cut corners. Buildings should be built to last. Residents who live in the area should also be given the incentive to have a business in the area as well to keep it local. Any environmental remediation needs to be transparent as well. Oil City wasn't that long ago.	1
Bars, restaurants, socials, nice apartments	1
Athletic fields and small performance venues	1
Artwork would be nice, but would be trashed like everything else does. The signage looks good, but how fast would that get damaged..	1
Area is not safe and not used. Anything placed here should be to assist beautification while driving by.	1
Aquatics center, indoor 50 meter pool.	1
Anything but an aquarium.	1
an outdoor concert bowl would make this a nice destination spot like highland bowl in rochester	1
An aquarium, clean the creek coming in to the inner harbor	1



Amusement Park. This would require partnership with destiny, the native community, and the city among others. Most importantly, have sea world help out and theme it after the Onondaga Nation and lake cleanup efforts. Time to go back to our city's historical roots with rides amusement parks and resorts by the lake	1
Amusement park. Small Concert Venue	1
Add swinging benches to inner harbor and/or along lakeshore	1
Access to bicycles. Using the empty lots to house public sculptures or works of art is a great idea. Maybe floating art in the inner harbor?	1
A small innovative playground, informational signage for flora and fauna nearby, binoculars, LL Bean branch for kayak rentals	1
A restaurant with outdoor seating and maybe a volleyball court, like a hooters!	1
A group of colorful, individual sheds from which artists and other vendors can sell during the spring to fall seasons.	1
Plant tall evergreen trees around the sewage treatment plant . You really have to cover up this sewage treatment plant from public view. People do not want to see it.	1

Answered: 154 Skipped: 267





would love an outdoor mall down there!	1
With the depth of the inner harbor canal, I would be surprised if we could not do something like what Ottawa does in the winter with the Rideau canal and allow skating between the inner harbor and the mall. Again, there needs to be a better and DIRECT pathway between the entertainment and restaurants of the mall and the inner harbor. The current creek walk does not feel safe enough and it's methods of crossing the highway, etc are difficult and convoluted	1
Winter/summer activities & seating as well	1
Winter activity is a great idea. Skating xc skiing	1
Why isn't our water front built up? It has the potential to be like the Buffalo waterfront. Please get rid of the mall! No one needs a massive mall anymore, and the space could be used to develop the water front instead of having massive chains of stores no one needs to be going into. We should be focusing on community, not buying things.	1
We need something in Syracuse along the lines of what's in this Rochester AREA please. Beautiful shops & restaurants along the waterfront <a href="https://maps.app.goo.gl/Z9JaiX9DbMQchezEA">https://maps.app.goo.gl/Z9JaiX9DbMQchezEA</a>	1
waterfront access, viewing	1
water taxi service to events at the Fairgrounds/Amphitheater	1
Water taxi for people to take advantage of inner harbor, Destiny USA, Onondaga Lake Park, Willow Bay, Honeywell Eagle Viewing building. An eagle educational/protection area.	1
water taxi	1
Velodrome	1
Unique playground with a splash pad for the summer. Dog park! Ample parking Ice cream stand for summer/coffee and other warm items for year round - multi-use cafe space that is adaptable. Beer garden style outdoor seating and on-site bar. More events promoting the Creekwalk.	1
Trees!! This area is in need of serious shade. I think a splash pad and playground could also do well in this area.	1
There is strong opportunity for kayak, canoe or row boat rentals here. I would prioritize these over motorized boat amenities. Also, again prioritizing native plant, grassland habitat types. These can be compatible with development and human use and that should be prioritized in all zones of the inner harbor and part of site plan requirements.	1

There are a few every year, but this seems like a great space for various festivals, activities in the summer	1
The Winter Village in MLK park in Rochester pictured in the photo as well as Party in the Park which occurs every week in the summer always have huge turnouts! I live part time in Rochester and would love to see the inner harbor accomplish something similar.	1
The Onondaga Nation should be given the rights to make decisions about Onondaga Lake and the Inner Harbor.	1
The Inner Harbor has major potential to be just like Canalside in Buffalo, and even better. Canalside Buffalo has an outdoor Beer Garden, food shacks, green space, waterfront views, and Winter Activities like Ice Bikes. In the Summer, an Outdoor Beer Garden would be amazing. There is nothing like that currently in the area. This is very popular at Canalside Buffalo. You could also have Canoe/paddleboat rentals in the Summer, and Ice Bikes/curling etc in the winter. The Beer Garden could turn into a hot chocolate bar for people to enjoy winter. I strongly believe that by following the Canalside model, it has huge potential!	1
The inner harbor focus should be on making the harbor itself more visually pleasing. Adding more businesses etc will happen naturally when the harbor itself is a place that people view as an attraction. Buffalo has a harbor that does boats and you can order drinks/wings etc to sit harbor side	1
The harbor and creek need to be kept clean. Anything that is built needs to embrace our variable weather, not just be a summer attraction. Green, multipurpose space could encompass boaters, seating, festivals, and waterfront and should be planned as such. Everything should be connected to the lake as a park and recreational destination. They are not separate entities. The canalwalk as it stands now, is mostly a few nice paths connected by busy streets and it is getting more run-down and trashed by the day. It needs some love. We have bald eagles nesting at the end of the walk where it meets the lake-- there is an opportunity for building green space there as well. Good lord, make this a competition for ESF students!	1
The green multi-purpose space sounds nice but I found it hard to choose that because I don't think another open grassy area would be reason enough for people to visit the area. You need to attract people to come to that area, why would I go to that grassy area when Burnet Park is 1 mile away?	1
Street vendors.	1
Stop the creek walk extension into the Eagles roosting grounds	1
Sledding with restrooms and food stands?	1

Safety. It's getting ridiculous in the city. Most people are already terrified to go near the Mall, or even go to Armory Square. Nobodies going to come no matter what you do if they don't feel safe, and prices aren't reasonable. It can't be \$24 for a beer like the Amphitheater, which is beautiful, but also should have been in the vicinity of the Inner harbor or stadium. All the seating, benches and fancy crosswalks mean nothing if there's nothing to draw people there. Artwork? Make it big so people want to take a pic next to it. Like Forsyth Fountain in Savannah, or the King Neptune statue in VA. Winter makes this tough, but please do something. It's been YEARS of doing nothing.	1
ROOFTOP DINING! We don't have it and this is the PERFECT place.	1
Roller coasters and thrill rides.	1
Put a beautiful white sand beach over in the Roth Steel area. It's polluted as hell but clean it up as best as you can. Future generations will forget what happened on the lake if you replace the eye sore from the past. Put all beach amenities there. If you want to join a summer beach volleyball league, you have to go to a bar. Hold public leagues here. Heck get the regional beach volleyball tournament I'm watching on TV to come. You want green spaces? Plant all the trees you want and block the treatment plant and the highways.	1
Public transportation	1
public green space is never over done.	1
Park type concerts.	1
Paddle boats or ways for common people to use the water. An example of this: <a href="https://www.providence-ri.gov/providence-parks/roger-williams-park-boating/">https://www.providence-ri.gov/providence-parks/roger-williams-park-boating/</a> Or have an event like this: <a href="https://waterfire.org/">https://waterfire.org/</a>	1
Outdoor dining would be great as a compliment to greenspace, but I think greenspace is super necessary. I'd love to see a field used for sports, it would be a super nice way to get people out and into the area. Syracuse lacks greenery, one of the beautiful things about places like Seattle is how green the city is. Obviously climate is a factor and thus that can be unattainable year round for us, but utilizing that space for community would be cool. Having dining is always a draw, people want to eat, food is SO communal- so where there is food, people will go. I think some combo of food, waterfront and greenspace would be cool. Kind of an upscale feel would be sweet.	1
Outdoor dining on the waterfront would be a major plus and draw.	1
Onondaga lake Park exists fairly close by, and destiny has ample dining space. This general area needs to be a place for people to do things and the reason they want to come here.	1
NOT an aquarium.	1

No interest	1
NO aquarium! Who has a vested financial interest in this project & why is the county executive pushing this?	1
Naturally outdoor seating and dining follows.	1
More restaurants, farmers markets, family activities	1
More public events, better publicized. Food trucks, music, fairs, festivals, charity walks, block parties	1
More police	1
More live music	1
More like San Antonio creek walk aquarium restaurant small shops	1
More green space all around—the parking lots there are just dead zones and are always empty. With a green space, events can easily be set up and torn down and people will want to hang out there.	1
Maybe move the regional farmers market to this area? It's more accessible.	1
Make it a green space because I won't ever be there	1
Make it a free entertainment space. Summer Sundays for picnics	1
Love the Emerald Necklace in Boston and other discovery walks as self guided tours . Along the green space in Boston wonderful mini parks, murals places to play Cornhole or pop up brewery	1
Living near the inner harbor I walk my dog there year round. It is very windy there in winter and I doubt you'll see many people using it for winter recreation no matter what is done to encourage it. I'd love to see more winter rec opportunities but it's just not likely to work. Also the parks people don't clear the snow reliably so why build new attractions if nobody can walk to them?	1
Live music!	1
Live music is the only thing that has ever brought me to the inner harbor. I think there should be a big focus to bring that back. Relatively far from residential housing, gives an opportunity to sell food and drinks, and obviously it will benefit musicians. Relatively low cost investment with high level of return for the community	1
Listed above but the key is the water!!! We don't have other bodies of water in Syracuse, just the lake and inner harbor and onondaga creek. We can create a winter market downtown, eastwood, south salina, but can't rent boats anywhere else.	1

Let private interests run the show without direct gov't involvement	1
Leave it as is, and stop wasting taxpayer money!	1
Large Skating rink / summer concert venue	1
Laid that out for you above. No aquarium please and thank you.	1
Keep the inner harbor water clean, & free of debris. A paddle boat / kayak concession.	1
kayak or paddle boat rentals, bike infrastructure reinforcing the connection to the creekwalk, gannon's icecream stand, restaurants with waterfront view and outdoor seating, restaurants/bars with easy access for ice fishers. commercial/retail development.	1
Kayak and paddle board rental/launching	1
Just make it look nice and keep people from getting mugged	1
Indoor Large Hyper Building providing 10-12 full hardwood basketball courts. With Indoor track around the courts. Build a Center and make it so awesome everyone will come from city to even suburbs and will be proud of it.	1
Include kayak and paddle boat rentals, add more bike racks to encourage the use of Veo and personal bikes to the area, utilize the old storage structure as small pop-up shops (possibly work with Wildflowers Armory on this). I would also say build the aquarium or something similar that encourages educational and tourism opportunities. Tie it into the local colleges and create a living laboratory: <a href="https://www.thomasbardenett.com/blog/2022/2/28/in-defense-of-an-aquarium-and-the-future-of-the-inner-harbor">https://www.thomasbardenett.com/blog/2022/2/28/in-defense-of-an-aquarium-and-the-future-of-the-inner-harbor</a>	1
In Santa Barbara, ca they bring the wineries from the surrounding hills and have tasting rooms in a centralized area of the town. Imagine if Syracuse could be the hub for the finger lakes wineries. There could be a wine trail along the inner harbor. We could ask the wineries to have a tasting room in the harbor. It would highlight the amazing wineries of cny and bring more business downtown.	1
If the city is able to block the county's proposed aquarium project, PLEASE BLOCK IT. It has boondoggle written all over it. Please think big for city infrastructure needs - what about a municipal wifi/fiber optic network? Re-do old rail lines to do a Highline -style park, etc. An aquarium in Syracuse is not an innovative or exciting idea - at all.	1
I'd like to see the aquarium happen!	1
ice skating, restaurants, bars, entertainment venues (espn zone, kids play areas, aquarium, museum, topgolf, water park)	1
Ice hockey on the harbor (if it freezes). Disc Golf.	1

I would love a nice green space for workshops focused on yoga mindfulness, healing and health.	1
I would caution any over-developments which all too often look good on paper but fail to meet expectations. I like the occasion to have some quiet time in this area.	1
I think the aquarium is the absolute worst use of this space. Our dollars are much better spent elsewhere. It's someone's pet project - it is unwanted, impractical and waste of money.	1
I lived in Gainesville FL for 2 years and loved Depot Park there. Whenever I visited Depot Park I always thought Syracuse needed a park like it. It had a bike/walk path, museum, amazing playground, pizza & coffee trucks, beer garden and a great general store called Pop-A-Top. The playground was definitely a family destination and it was supervised by park staff/security. There was also a brewery in walking distance/close proximity. A small bus hub was across from park.	1
I like free concerts by artists like Stan Colella Orchestra.	1
I hesitated to check "boater amenities" as this seems like something that could lead to over-trafficking and pollution. It would be nice to see a paddle-boat or kayak rental service, which could be managed better, and would lead to few problems.	1
I get why you're limiting to two choices for survey purposes, but I also wanted better evening lighting and boater amenities badly; boats lift all tides, to mangle a saying.	1
I do think you also need to draw boaters in, keep it bright, open and a variety of/or scheduled activities that draw many diverse groups. Also highlighting the rich human resources we have in our county	1
I am strongly against the aquarium. The money needs to go towards helping those in need in the community.	1
<a href="https://raleighnc.gov/parks/pullen-park">https://raleighnc.gov/parks/pullen-park</a>	1
How about another outdoor ice skating rink? Clinton Square is so crowded.	1
Historical aspects.	1
Healthy and happy activities for the kids to keep them off the streets	1
Guided walks, yoga and exercise classes.	1
Greenspace and outdoor seating would also be nice.	1
Golf!	1
Free transportation from the harbor to the mall and regional market for boaters	1



Food trucks	1
Food truck park, something like Celebration Park in Naples, FL	1
Fitness equipment Playground Sports area (soccer, baseball etc)	1
Few more trashcans and have them emptied all the time, weeds and grass maintained.	1
Family oriented areas - street musicians, street actors, mimes etc	1
Exercise groups Community garden Wild flowers	1
Ensure that the facilities are suitable for wildlife viewing -- again, the eagle population is extraordinarily unique here! -- without disturbing the wildlife or encroaching on their space.	1
Encourage employers to locate offices in the area to encourage growth of living and eating establishments	1
Eagle viewing and nesting facilities	1
Dredging of Inner Harbor to provide bigger boat access.	1
Downtown has no real parks. Inner Harbor should be that place. At this point it should just be conceded that the demand to develop isn't there and a significant amount of space should be dedicated to free community space. Sonnenberg Gardens, Cornell Botanic Gardens, Montreal Biodome and Botanic Garden, obviously Central Park. A small amphitheater with retail/restaurants in viewing/listening distance. Minimize parking. Let as many people as possible park on the street and use Destiny's parking. If they don't like it they can fuck off.	1
don't build the aquarium	1
Dense, walkable housing! All programs should hold a consistent street wall, all parking should be hidden from the street. hold the street wall and hide parking from the street. Address the awkward corners of grass just east of the aloft hotel, and around the parking lot at van renselaer and kirkpatrick. These create mental barriers for pedestrians walking to the area from franklin square! MOST IMPORTANT: Prioritize fine-grained urbanism. By subdividing lots and buildings into smaller chunks, it allows for more destinations per capita and more opportunities for developing land for smaller players, including local development firms and even individuals who want to build rowhouses. With smaller lots and lower prices, development will even happen faster. I'd even buy land and build myself a rowhouse here, but can't afford to buy a hunk of land of \$4.5 million to put up a homogenous mega development. Also, 500-year flood management Add pedestrian connections to N Salina & Park Ave	1
Create a commute by boat service with stops in Belgium Route 31, Liverpool and the inner harbor	1

Concerts. Why did you ever get rid of the concerts? It was the only reason then to go to the inner harb or and there is still little reason now. There isn't a single city I can think of that has waterfront property that doesn't take advantage of it with frequent concerts, festivals, etc. Please bring it back!	1
childrens playground, picnic tables , benches . shade trees , bocce ball court, basketball and tennis co urts, skateboard area. trees	1
Changing art installations so that different artists could be seen each time a person visits. An area for artists to work and create where the public could see them in the small business warehouse/stall spac e that is technologically advanced.	1
Canal side in Buffalo!!!	1
Business establishments, tech r&d	1
Buffalo Canalside revitalization should be a model for the inner harbor.	1
Bring back music to the amphitheater.	1
Breweries/distilleries/restaurants	1
boating, restaurants and unique viewing spaces for people to relax at	1
boating in water with sewage runoff? no thanks. still need some work to the sewer systems and restor ation to the water quality of onondaga creek before it would be very appealing.	1
Boater amenities would also be great on top of the other two, and this area would be really awesome f or dining and recreation more generally. Destiny can be difficult to work with, but greater integration of the mall into the wider city would also do wonders for this area, rather than a sea of unused parking lo ts and green area	1
Boater amenities (public parking for drive ups?	1
Boater amenities	1
Boat rentals or guided boat cruises would be fun, especially since most people in teh city don't own a ny sort of watercraft.	1
Boat rental	1
Boardwalk activities. Classes like food prep, crafts, boating, rock climbing.	1
Blue phone system for emergency like they have on college campus	1
Bike paths, outdoor playground on upscale side Seating for Live Music events	1

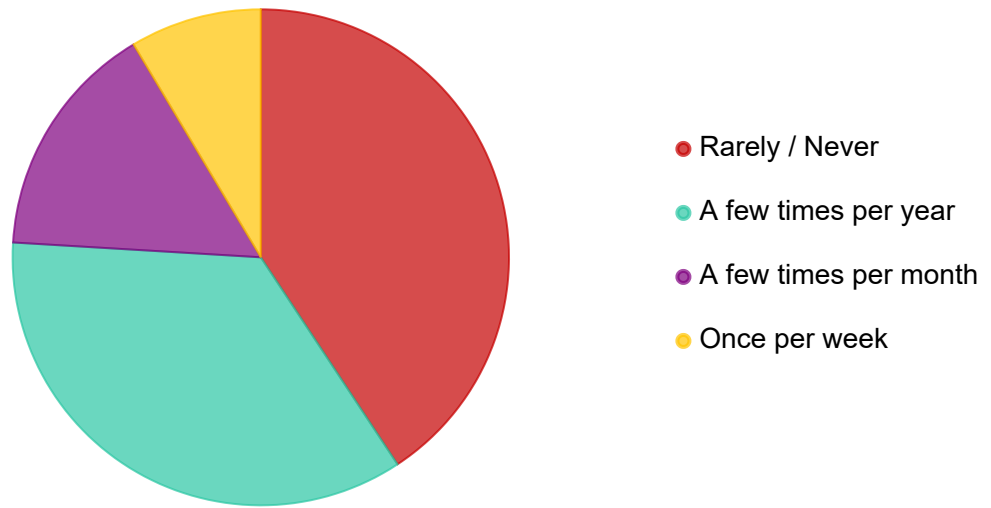
Balloon art for children. Local outdoor sculptures. Outdoor gardens.	1
As far as winter it's Upstate & it gets cold where the mall is tear down & rebuild if not a discount theater or outdoor shop outlet to an indoor trampoline park along with basketball or tennis courts or a big mini golf & bowling play area.	1
Aquatics center - 50 meter central pool, indoor year round.	1
Aquarium, another hotel, green space	1
Anything but boater amenities	1
Anything but an Aquarium	1
Another ice rink near the water would be cool for skating and easier to get to than the one in Clinton square.	1
An expensive aquarium is a dumb idea. How does Bear St. bridge limit access to Onondaga Creek? Are small craft able to get under bridge, such as kayaks and canoes? Is the bridge decrepit enough to be eligible for infrastructure funds to make it higher? More boats in Inner Harbor means more activity (fishing? dining?). When is COR going to do something in the Inner Harbor?	1
All of these options should be priorities. Do not settle. View other cities canal projects done well such as Buffalos Canal Side.	1
All of the above including outdoor seating and dining and waterfront viewing are great options. I don't think winter activities and facilities would be of much use.	1
AGVAIN the Aquarium	1
Again, please make sure to get the basics done first here. If meaningful linkages aren't created, will people come here? If adjacent noise and transmission pollution dominate the landscape, will anyone feel comfortable here? Are the spaces you're creating at human-scale or car scale?	1
Again, no aquarium is needed. A smaller facility like a nature center that presents educational programs on the natural history of the waterfront with a focus on the indigenous flora and fauna is far more appealing. That kind of facility is far more sustainable and "green" than an aquarium. Put money into the zoo and a satellite nature center.	1

Again, everything depends on whether I can tolerate the sights and smells. Imagine it was clean, may be a playground and skate park similar to Onondaga Lake Park in Liverpool. Permanent grills installed for events or casual picnics. I'm weary of endorsing dining. It will need parking lots and dumpsters and grease buckets. An area that can be transformed for events and returned to green lawns or multi-purpose space is a perfect fit for that space. Small arboretum maybe, or just space for community flower gardens. Boater amenities? What boaters? There's fishing boats, not day trippers. The lake smells too bad. I think a shore bar is a bit far off but it's a nice thought. Horse, cart, wrong order.	1
Again take care of whatever you do long after you complete the project. Our city is in some sad shape with people just destroying whatever they want.	1
Affordable and Accessible Housing	1
A boat museum/replica or existing canal boat??? Also it would be great if (small) actual boats could get into the harbor too, then they could eat/shop. I think it's good that COR development is putting up residential/shopping/eateries too, some stable business there would be an attractive destination. Potentially a spot for historic tours/incorporate with creek walk? Winter attractions would be a must I'd think, besides the aquarium. Plenty of field for an ice rink which could potentially turn into a basketball or volleyball court in the summer. Potentially snowshoeing/cross-country skiing? It would then be important that there are some varied art and terrain to make it an interesting experience. I was thinking some trees, maybe even some sort of garden, maybe one that has a lot of winter plants.	1
Plant tall evergreen trees around the sewage treatment plant . You really have to cover up this sewage treatment plant from public view. People do not want to see it.	1
Cleanliness - outdoor activities- constant upkeep and attention . Someone responsible for picking up litter daily like small businesses do. They send someone out so their place of business looks as it should.	1
-	1

Answered: 144 Skipped: 277

**Page 4**

**o 10. How often do you visit the Inner Harbor Park?**



Answers	Count	Percentage
Rarely / Never	171	40.62%
A few times per year	148	35.15%
A few times per month	65	15.44%
Once per week	36	8.55%

Answered: 420 Skipped: 1

o Please tell us why you visit the park.



Response	Count
Walking	3
To walk	2
Photography	2
Creek walk	2
Bird watching	2
Would use it more if there were more amenities	1
While running/biking on the creekwalk	1
When walking the Creek Walk	1
We use the walking/biking trails	1
We run / walk / bike along the Creekwalk through this area.	1
We only stop at this area for a break while walking the Creekwalk.	1
We have visited special events that take place at the Inner Harbor	1
We had our first date walking the canalwalk. We try to do it as much as life allows (also sometimes the creek is high, or winter makes it impassable.) I also attend Pride events while here, and did at least one VegCNY. It is easier for us to get to than Onondaga Lake Park but could be similar if done right.	1

We enjoy walking and birding there.	1
Waterfront enjoyment. Walking trails.	1
Waterfront	1
Watch the wildlife	1
Walks Dog walks	1
Walks	1
walking/running	1
Walking, relaxation, would visit more frequently if benches and signage!	1
Walking, concerts, dining	1
Walking, bike riding. Occasional festival. That's it.	1
Walking the dog on the creekwalk	1
Walking the creek walk and to visit Meier's Creek.	1
Walking my dogs	1
Walking my dog on the Creekwalk.	1
Walking dog. Bird watching. Biking	1
Walking and water views with wildlife presence	1
Walking and exercise to get away from the noise of the city.	1
Walking along the creekwalk to view eagles, get exercise. Attend Pride.	1
Walking & biking.	1
Walk there almost everyday - very few trash cans anywhere especially along creekwalk , someone in leadership should be walking this daily and taking notes or bringing someone with who can follow up	1
Walk on the creekwalk	1
Walk here and start the creek walk	1
Walk dogs, ride bikes	1

walk	1
Usually when I'm riding by on the creekwalk.	1
Usually passing through on my bicycle.	1
Usually for events being held in the park. Would go there more if the amenities were better.	1
Usually biking thru	1
Usually because I'm biking through to mall or to Onondaga Lake Park	1
Using the bike trail and during festivals held there	1
Unique area	1
Typically use the Creekwalk through the area.	1
to wander about.	1
To walk to the creekwalk trail	1
To walk the trails	1
To walk the dogs	1
to walk the creekwalk	1
To walk around	1
To use the Creekwalk	1
To use the Creek Walk.	1
to sit by the water is relaxing	1
To see wildlife, walk, exercise.	1
To see the eagles and take the creek walk	1
To relax & walk	1
To park to access Franklin square and the creek walk	1
To get out every now and again, but visit less than frequent because of lack of things to do/security	1



To enjoy nature	1
To bike around the lake.	1
The view of the water us refreshing.	1
The Eagles	1
Taking our dogs for walks, riding bikes, meeting friends.	1
Take pictures Festivals	1
Take my dog on a walk on the creek walk from Franklin square	1
Stop over for a bike ride	1
Special events	1
Shows at Amphitheater /area dining	1
Running.	1
Running on creekwalk	1
Running	1
run,bike	1
Run there and dream of what could be there.	1
riding thru on a bike	1
Restaurants in area walks	1
Relax. Walk.	1
Recreation - walking/jogging/cycling	1
R&R.	1
Quiet place to sit at lunch time	1
On bike trail	1
Occasionally to see a performance/event, but mostly because I'm passing through on the Creekwalk and it's a nice place to stop and rest.	1

Nice place to park for creek walk. Events and public gatherings, amphitheater is a nice space to visit with kids.	1
Nice getaway.	1
New restaurants in area	1
nature enjoyment, lunch break walks	1
My wife and I go there to walk/exercise, but only in the early hours. We follow the entire length of it, but there's no other reason to go there. Years ago, before the hotel was built, there was music and food just about every weekend. A stage was set up all summer. It was nice. We would bring our chairs and enjoy the shows. It was something inexpensive to get out of the house.	1
Mostly for walking	1
Mostly for food trucks currently	1
Mier creek brewing	1
Mainly walking around.	1
love being near the water	1
Lot's of potential.	1
Looking for eagles	1
Just love the area and the view	1
jog thru area	1
It's very pretty and is long over due to have activities placed here	1
It's on the Creekwalk/Empire State Trail	1
Its nice to run there	1
It's a nice walk distance wise and beautiful during the day.	1
Its a nice area.	1
It's a nice area for a walk.	1
It's a beautiful area that is oozing with potential.	1

It's one of the few beautiful natural spaces in this city with a body of water.	1
It's close to where I live. I run through there. It's connected to the creek walk. Get to see Lots of wildlife	1
It is a nice place to walk during the spring and summer.	1
It is a great, central, place to meet up with others and go for a walk in whatever direction.	1
I'm in the area for other things in the inner harbor area.	1
I've walked the trails and visited the brewery.	1
I'm in the park nearly every day. I enjoy the view, the space to enjoy a snack and drink. It's a nice place to rest during a walk, run or roll.	1
I'm a runner	1
I work nearby and walk there regularly.	1
I walk/run through it at least 4 days per week year round. We've seen some events at the amphitheater. Occasionally to picnic or birdwatch.	1
I walk the creekwalk trail and enjoy the sunset in the evening	1
I walk the Creekwalk almost every day	1
I walk here several times a week. I would like it to be a safe place to walk after 6pm/after dark	1
I usually visit when I'm riding my bike on the Creekwalk, swinging by to see what's going on, if there's anything new.	1
I run the Creekwalk through this area.	1
I run on the creek walk	1
I ride through on my way to work every day	1
I ride my bike all around the Inner Harbor, up the Creekwalk to the lake park, to Lakeland, Solvay, Liverpool. I walk the dog there, as do many others. The park is a rare separated from traffic enough that it actually becomes moderately quiet. It's relaxing, pretty - if you don't look at the water. But nobody walks on Kirkpatrick or Van Rensselaer besides foot traffic from the northside, down Court St because it's their only choice. The creekwalk is busy. There is a real thirst for walking/bike riding infrastructure. The Meier's Creek was a nice addition, though it seems to be priced specifically for anyone affording those \$3k apartments.	1

I love the trail and the area. During the pandemic I would walk in the trail every day.	1
I love Syracuse and love seeing the eagles and other birds.	1
I love being near the water - to just enjoy the view, to quietly read.....	1
I live right nearby, I walk, bike, sit and read frequently.	1
I liked the idea of an aquarium. I know many people were against it but people here do not have opportunities to see an attraction like that unless traveling out of state. It's a nice investment for field trips and for kids to explore animals they may not see around this area. I would also like to see increased security.	1
I like to walk the creekwalk	1
I like to bike ride and my route takes me there now that the bridge over the railroad tracks opened up.	1
I honestly never go to the park because it feels half way developed and a bit dystopian because of it. I don't like that it feels so unfinishedly industrial, while it could have stayed so beautiful and green. I use the creekwalk ALL the time though. That part is wonderful. Pittsburgh has an AWESOME botanical park I think we could take some hints from.	1
I have visited July 4th. I used to use the creekwalk but it doesn't always feel safe to walk / ride alone but it's a nice space. It's kind of out of the way so signage would be good	1
I go for running events & to some amazing new restaurants, I used to have cross country invites here many years ago.	1
I do walk on the Creekwalk. I sit by the water, usually with a friend but also to read and watch the wildlife. I said above, a few times a month-that's in the summer but in the winter months, not so much.	1
I bike through on the creek walk	1
I bike through it and occasionally walk	1
Good central location for bike meetups.	1
free parking and access the inner harbor	1
For work and to run the creek walk trail.	1
For the bike trail, the eagles and the pop up art.	1
For scheduled events, and to access businesses.	1

For an enjoyable place to walk/run/bike including walking and socializing.	1
For activities, and walking	1
Fishing	1
Festivals and events, there isn't much to do outside of that. Occasionally I ride the bike path out that way.	1
festivals and events	1
Festivals & Parades	1
Festivals	1
Festival	1
Exercise.	1
Exercise and beauty	1
Exercise 3-5 times a week	1
Events, using the creek walk	1
Events, roller skate, write in quiet, and pride festival.	1
Events	1
Enjoying the bike trail system along the creek and out to the lake several times a week	1
Easy access to the Creekwalk.	1
Easy Access from Creekwalk	1
Eagles	1
Eagle and osprey viewing	1
Duck race and other events.	1
Dragged there.	1
Dog walking/ biking	1
Dog walking.	1

Dog walk	1
Dining and walking	1
Different. Bring the dog!	1
cycling route, watch the sunset with family	1
Creekwalk trail.	1
Creekwalk	1
Coffee. Talk and walk. Don't always feel safe at amphitheater area. Better now with Iron Pier. Needs more development and more traffic.	1
Close proximity to where I live	1
Bird watching, walking	1
Biking, birding	1
Biking to downtown via creekwalk	1
Biking through, usually stop.	1
Biking by	1
Biking and walking	1
Biking	1
Bike riding	1
Bike rides and walks around the neighborhood and to the lake. We love the little amphitheater, and we hope it will be redone in comparable style and be able to attract concerts / plays like the Thornden rose garden does.	1
Bike rides along the Creekwalk	1
bike ride or walk on creekwalk, eating quick lunch on benches	1
Because it's the center of NYS and the potential is awesome, if developed well enough to attract visitors from all over to Inner Harbor Park NY. You need build it they will come.	1
Attend events	1



What is there?	1
what is there to see and do? if there are things to do it is poorly advertised	1
What is there to do?	1
What is there for families to do?	1
We visited Franklin square on a few occasions. Would be great to see the area more developed at a density comparable to downtown.	1
Very few things happening to draw me to visit. No draw for foot traffic. I visited for a local dog event years ago but not since then. However Meier's Creek brewery/restaurant at harbor restaurant I've gone to twice in the past three months.	1
Used to go when I owned a boat and stay on the dock for events and concerts. If I still owned a boat, dont think I would visit the way it is now.	1
Unsafe	1
Unless there's a show at the amphitheater, no reason to go.	1
uninviting, never seems like much is happening	1
Unfamiliar with what the area currently has to offer	1
Trash, uneven boards to trip on, overgrown weeds, damaged benches. When this was first done up, we use to bring our kids down there all the time with their bikes. It was clean, neat, a lot of places to sit, now it's gone down the drain.	1
too may thugs	1
Too dangerous.	1
There's nothing to do there. It isn't inviting. It feels remote. If I was in trouble, who would notice?	1
There's nothing to do there	1
There's nothing there.	1
There's nothing of interest there for me as a women of color. Patrona Jones-Rowser	1
There's nothing else there and parks closer to home	1
There's hardly any reason to	1



There's nothing there of interest for the most part	1
There isn't much going on or planned for the area.	1
There isn't that much offered	1
There is very little reason for me to go there. Even though I live about 1.5 miles away I haven't seen much reason to go very often. If I want to enjoy the water, I ride the West Lake Trail. I did hear of 1 event I wanted to check out with live music at the Inner Harbor but I was not able to attend.	1
There is nothing to see- only one good bar restaurant and once in awhile for the jogging path	1
There is nothing to do there.	1
there is nothing to do there	1
There is nothing there. Wooded areas were cleared. Park is now a hotel and apts	1
There is nothing there.	1
There is nothing drawing me there as opposed to other city parks or county parks.	1
There is little to no shade and nothing really to do except walk around.	1
There is little to do at the park.	1
There is literally nothing to draw people there. There are so many people that fish over on the parkway going into the village of Liverpool. Would it make sense to offer a dedicated area there in the harbor? Could be a good idea. Really anything Onondaga Lake Park offers might be good.	1
There doesn't seem to be much down there.	1
There are better places to walk	1
The Onondaga lake Park in Liverpool is superior in every way.	1
The area does not have activities or businesses that make the visit.	1
Smell	1
See my answer to #9 above. What is there to see and do unless you have a boat?	1
Safety. I don't feel safe in that area	1
Safety	1

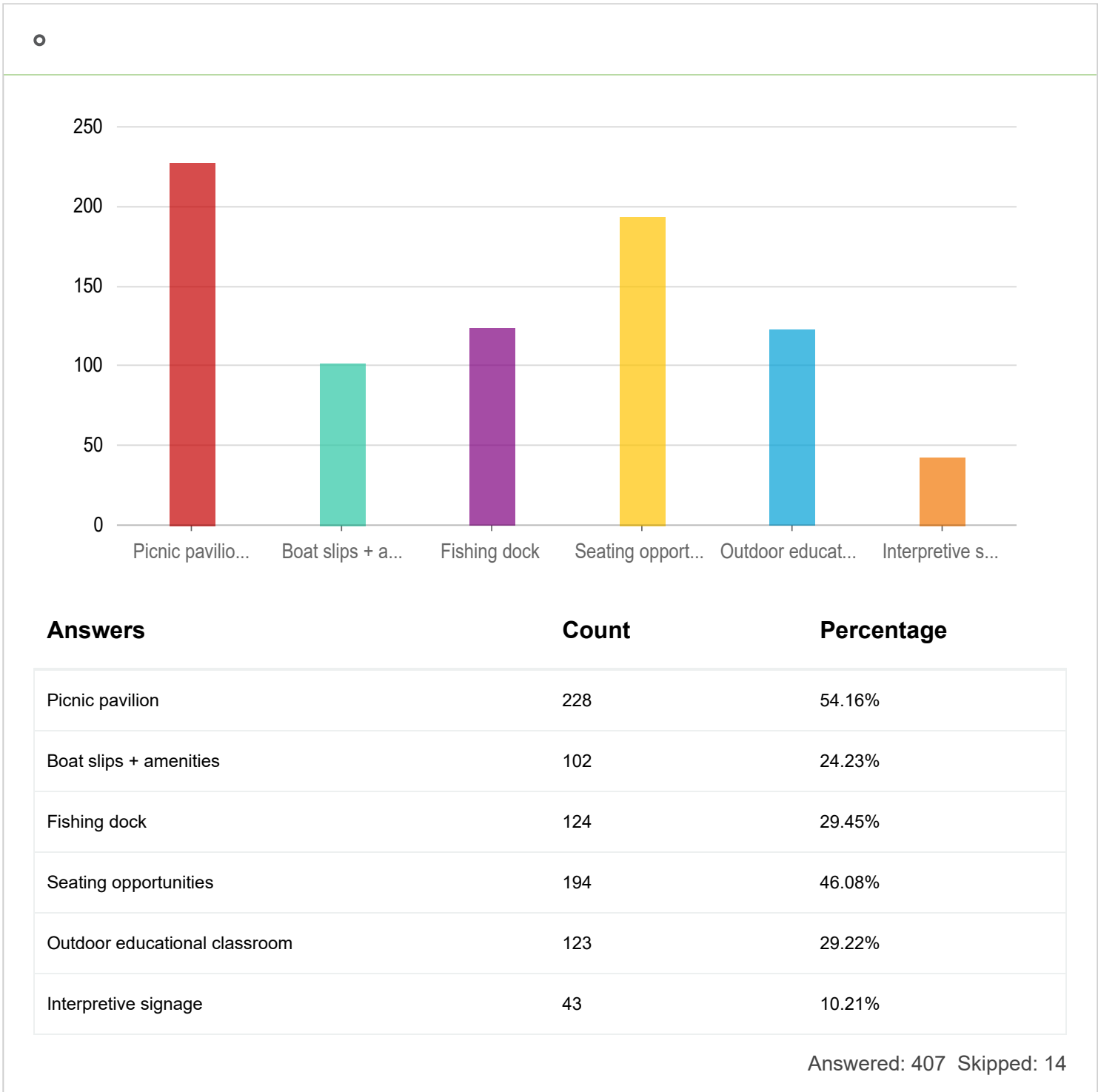
rarely due to lack of amenities	1
Nothing to draw me there	1
nothing to do/see	1
Nothing to do.	1
Nothing there other than the creek walk.	1
Nothing there interests me right now	1
Nothing there for us	1
Nothing that attracts me to the area	1
Nothing of interest worth the drive from Skaneateles.	1
Nothing has brought me there and there are closer parks in the area	1
Nothing draws me there.	1
Not sure what to do there! I would visit for yoga or Pilates in the park, winter festivities, etc, I love the ideas mentioned in the previous questions! I would absolutely visit if implemented	1
Not sure what there is to do	1
Not scenic or safe	1
Not really much to do or anything to draw me to visit.	1
Not much to do there, so don't find myself in the area a lot	1
not much to do there	1
Not much to do and I forget it's there	1
Not much there that interests me.	1
Not much of interest here	1
Not many attractions or events	1
Not interested	1
Not informed about offerings and easy parking	1

Not enough tree coverage and variety of paths / circuit trails.	1
Not enough events or places that want me to go	1
Not enough entertainment that can be enjoyed by wide varieties of people, and not very well advertised entertainment.	1
Not easy to get to by bike	1
Not convenient to get to.	1
no transportation & most events are at night - not much offered during the day. more senior - child & family activities, businesses & events held day hours would be good.	1
No reason to visit.	1
No reason to visit	1
No reason to go.	1
No one talks about this park, if I knew of more people that went I would go.	1
No more music events	1
No desire to .	1
No attractions worth visiting	1
no attractions	1
New to town. Other parks are higher priority, like along Onondaga Lake closer to Liverpool.	1
Never heard much about it.	1
Never hear about events	1
Navigating the underpasses, etc. as a pedestrian is unpleasant. The park feels cut off from the rest of the city.	1
Music events	1
Lack of events, parking, safety.	1
Just moved here in sept. I don't know where anything is or what to do around here.	1
Just moved here in December 2021, haven't visited yet.	1

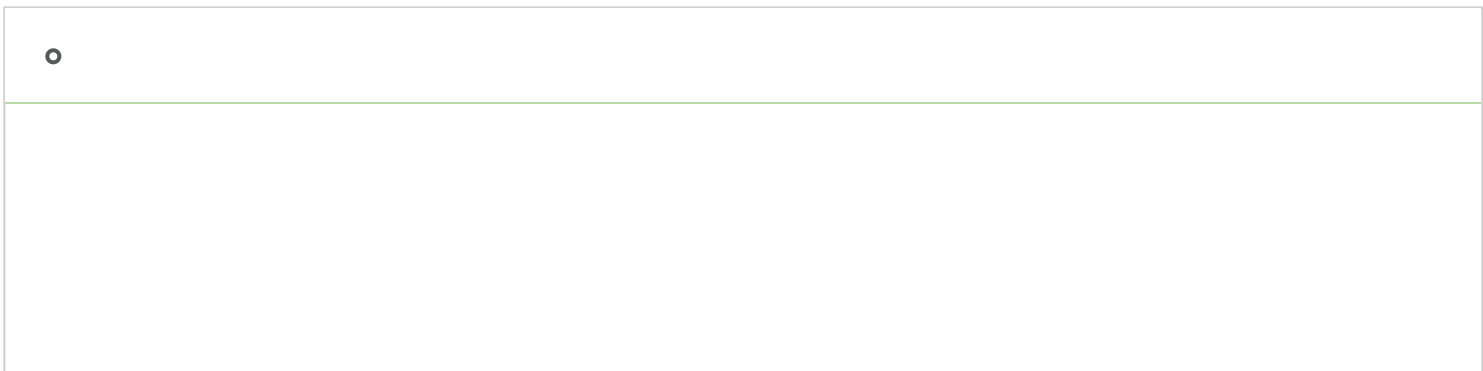
It's a dirty insafe area.	1
It has been abandoned my whole life, even after the bad makeover attempt and tax grab reputation.	1
It doesn't seem like a safe area.	1
Information about events not easily found. Safety concerns.	1
I'm not sure what happens there!	1
I'm not aware of there being anything to do.	1
I went to Wing Fest, but that was all that drew me to the Inner Harbor.	1
I only run past it when running on the creekwalk, otherwise there's no reason to stop at the park.	1
I only feel safe there with a group of people.	1
I live closer to parks like Highland Forest, Labrador Valley, and more vertically oriented parks.	1
I live closer to OLP. If there were unique events there I would probably attend.	1
I just never get down there.	1
I honestly didn't know the park existed. I have been going to Buried Acorn (nearby) for years, and now Meier's Creek which is very nearby, but I didn't realize there was a full blown park. I think the reputation of Onondaga Lake as dirty/not really attractive is an issue, and that the area is just being developed where before it was just a bunch of weird/empty land. Also, I'd love more kayak launches everywhere!	1
I have no idea what to do there, also don't know how safe it is.	1
I don't find there is any reason to go there	1
I don't know what there is to do there that I can't do at another city park. I don't know what makes it unique.	1
I do not feel safe unless there is an event going on. Would like to feel safe when I walk my dogs or if I want to walk over there	1
I didn't realize it was a park.	1
I am not really sure where it is and where to park.	1
Haven't had the opportunity yet	1

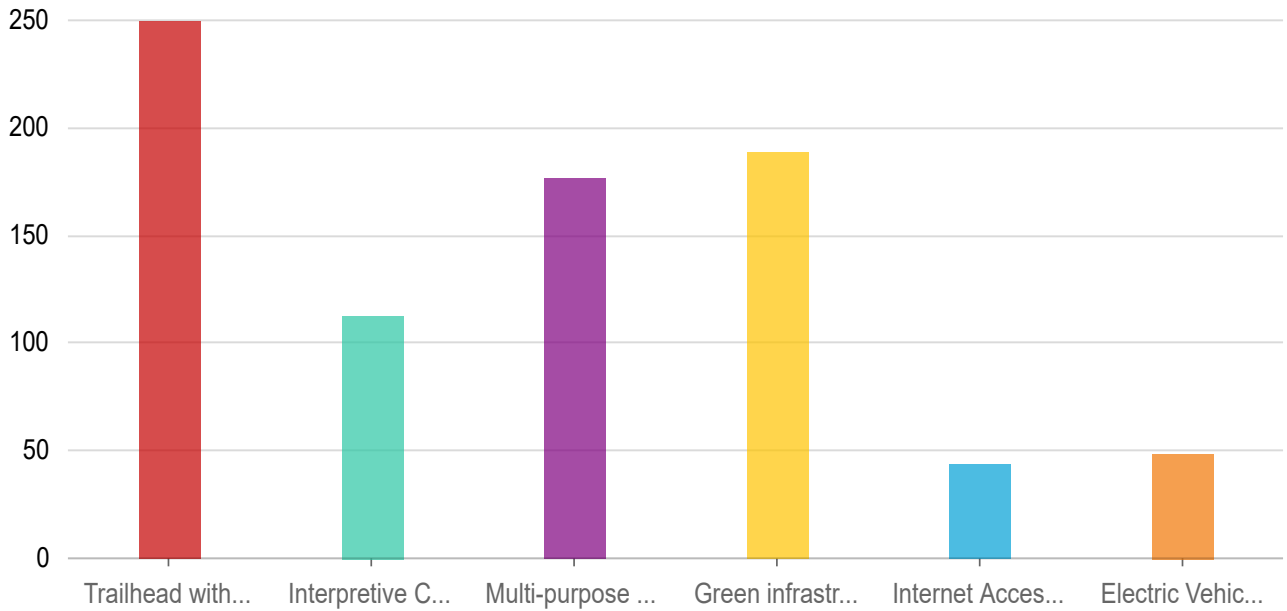
Have gone a few times before covid for music and a weekend event. Was not easy to find if your not used to going to that side of town. I also don;t think running all of the traffic from the 81 overpass thru downtown is a good idea. It will just aggravate people because it is supposed to be an interstate high way. It will also keep people away because of traffic congestion.	1
Has the reputation as a sketchy area, not much to do/see there.	1
Handicap accountability, seating and nothing else to do. It should be a place to display out local artists sculptures, kids activities. Tennis or volleyball INDOOR POOL WITH STAIRS	1
Fairly new to area, so not aware of it.	1
Events not interesting	1
Events in syracuse are not well publicized, so if something interesting is happening there i would not e ven know it (which dovetails with the "constraints" section above about the lack of visibility).	1
Empty space, nothing to do. Went to Meiers Creek once and may go back.	1
Don't feel that it's safe. Water is gross. Other places are nicer.	1
Don't know where it is. Wouldn't feel safe.	1
Don't know what is going on	1
Difficult to get to get to, not sure what there is to do there. Looks unappealing and crowded. I have not heard great things about it.	1
Didn't realize there even was "park" there.	1
Didn't know it was there	1
Didn't know it existed	1
Did not know it was there	1
Creepy feeling when old guys parked in parking lot are staring at you. They are looking for sex.	1
Because there is literally no reason to go there lol	1
At present, there is really nothing there to see. I never go to concerts...not interested. I want somethin g other than just a creek walk.	1

Answered: 132 Skipped: 289



**Page 5**





**Answers** **Count** **Percentage**

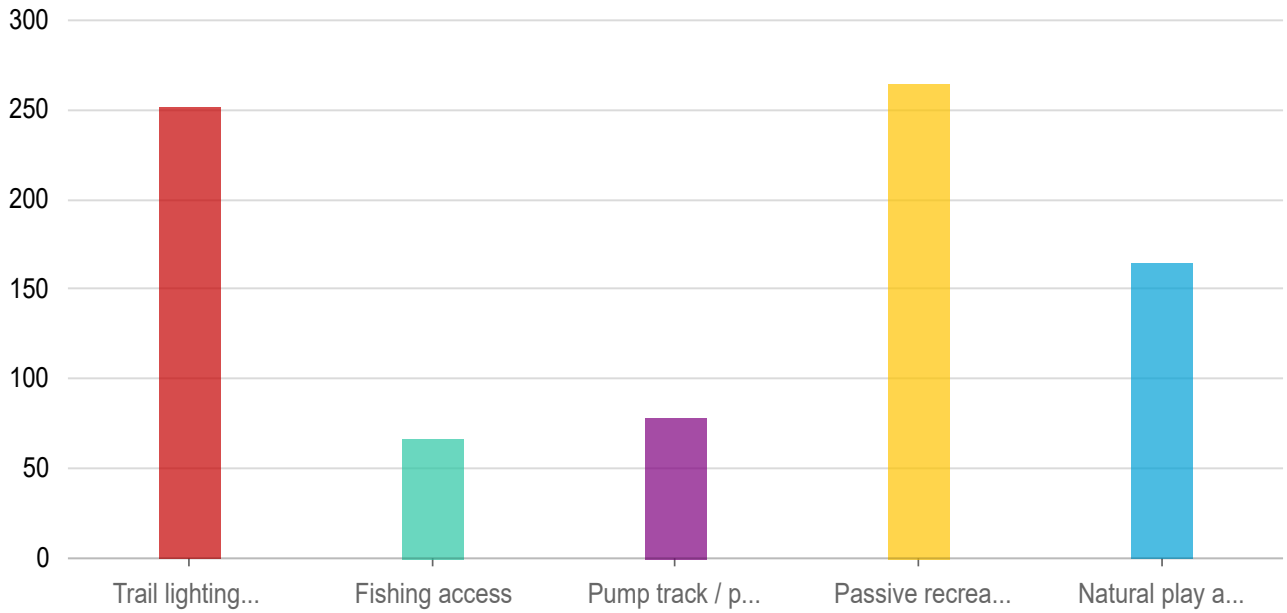
Answers	Count	Percentage
Trailhead with off-street parking	250	59.38%
Interpretive Community Park	113	26.84%
Multi-purpose recreation facility	177	42.04%
Green infrastructure	189	44.89%
Internet Access (wifi)	44	10.45%
Electric Vehicle Charging Stations	49	11.64%

Answered: 411 Skipped: 10

**Page 6**

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**Answers** **Count** **Percentage**

Answers	Count	Percentage
Trail lighting improvements	252	59.86%
Fishing access	67	15.91%
Pump track / park	79	18.76%
Passive recreation / scenic viewing	265	62.95%
Natural play area	165	39.19%

Answered: 414 Skipped: 7

**o What other improvements would you like to see on this site?**





This site is inappropriate for a park. Developing this area is foolish. Native American treaties should have been honored	1
this area's use is extremely limited because of how close it is to 690. Whatever is done needs to be accompanied by some type of wall to deafen the sound of vehicles and fumes that come with them.	1
This area is very popular for birding so maximizing those opportunities would be great. I also think it is important that this area be ecologically managed in keeping with the waterfront revitalization done during the lake cleanup.	1
This area is sensitive wildlife habitat in particular. A "pump track" would be a disaster. The City should restore as much land in this area as possible to a wild or semi-wild state.	1
This area could be turned into an additional habitat for the lakes bald eagle population to help offset the loop the lake trail extension, of which I am a big proponent and I look forward to its completion	1
Things for the kids to do!	1
The westside of the trail has done a great job with ecological restoration. Keeping up with that and keeping development to a minimum are good ideas. The pump track, natural play, and minimal recreation areas are all great ideas! Please no addt. parking	1
The removal of 690 would be a start... It's hard to picture this area being nice	1
The Onondaga Nation should get the opportunity to decide what happens at Onondaga Lake.	1
The Lake remediation project and this site should be a source of pride for our community. As the natural ecosystems that were put in place develop, we should make those areas accessible to the public as educational natural areas (like Beaver Lake.).	1
The inner harbor needs reconfiguring to be a useful water recreational area. That may be expensive. Use this area for canoeing, kayaking, paddle boats, and park benches.	1
The fishing and boating concepts are great. We get all the snow from the great lakes, let's be a more Water Themed City.	1
The fence along 690 and the overgrown vegetation NEEDS to be fixed. This should be replaced with a permanent and aesthetically pleasing parkway wall. Similar to those you see along the highway in Washington DC. So you can see trail and lake from 690	1
Swing benches along the lake for adults to feel like kiddos again and enjoy the views of our beautiful lake and thriving bird life!	1
speed limits	1

sound/visual barrier from 690	1
Some type of border/barrier from the highway to reduce noise for the park/fishers.	1
Some manner of parking.	1
Skateboard park	1
Signage with info about wildlife and plant life in the area	1
Shade shelters with bathrooms and electricity access to be rented by the city for small events.	1
Separate road for bike users. Too many just speed past walkers and don't care.	1
Security	1
Secure and safe. Lighting and camera security to reduce criminal activity.	1
Scenic viewing	1
safety :)	1
Roller coaster or other thrill ride	1
restrooms	1
Regarding this site and the Focus Area: Former Roth Steel Site: The area surrounding the treatment plant smells horrible. I frequently run the creekwalk/empire trail and do not see any outdoor venue surviving this area due to smell.	1
Put buildings showcasing the lake	1
Put a Marina here or Roth steel. Dock the Erie Canal dinner boat here and run tours out of this marina. A seasonal restaurant like Rudy's in Oswego attached. Rental for jets skis and boats for those to tour the lake on their own.	1
Pump track/park and a natural play area.	1
Public art	1
Protection for the eagles, more trees, beaver control is a concern as there are not enough trees to support beavers and birds	1
Police on bikes or civilian "ambassadors" with radios .	1

Please use native plants in these sites and create pollinator gardens.	1
Please consider how to "activate" this + other spaces previously listed via investments in programming through partnerships with local groups	1
Play area is great but who will clean it daily ? Children shouldn't have to play in an area littered with needles, condoms etc	1
Parking for bird watching	1
Parking	1
On the Roth Steel site, this seems like a good location for a pump track or mountain bike park	1
Nothing that endangers the habitat essential to eagles	1
None. Sometimes less is more. Again would caution overdevelopment.	1
None, leave it alone for the wildlife	1
None	1
no parking please, so much damn parking at state fair. waste of space. fishing infrastructure would be nice, bird viewing, picnic, seating areas	1
new bathrooms	1
needs to look better from 690. nasty fence needs to go	1
Need to assure safety	1
natural play area? this is still an area that could have toxic gas and other exposure risks due to the history of pollution even if some clean dirt was dumped over it here. . really?	1
More viewing bridges like the recently built one. More emphasis on bald Eagle tourism. We have one of the most unique places to see eagles in the country. We should capitalize on it without disturbing the eagles	1
More trees, less cement	1
More tree plantings to provide shade and ecological variety	1
More seating, benches	1
More recreation/scenery to complement the loop-the-lake trail	1

More lightening, more agriculture, more outdoor view and roof too bars	1
More interpretive signs along the trail.	1
More areas left alone for nature.	1
Many, many more bathrooms, food trucks	1
make sure it's safe from chemical exposure in the soil, fishing access would be great too	1
Lots more landscaping between I-690 and the trail (or any other added uses). It'd be nice to not see or hear the highway from the trail.	1
Let's not tear down a ton of wildlife - example the bald eagles that nest are now at risk due to not stopping one of the other county projects.	1
Landscaping and better signage	1
lake access with supporting infrastructure	1
Keep the motorized vehicular access limited.	1
Keep it as natural as possible, do not incorporate beaches or pump track...please keep this jewel as lovely as it is	1
It's a very nice addition but kind of close to the freeway maybe more wildlife surrounding that area would make it quiet, I know it might be hard but still.	1
Interesting activities like the bike track. Other similar fun ideas.	1
Indoor public pool	1
increased seating, and maybe some kiosks for beverages	1
If I bike from the salt museum to the inner harbor via the trails, there are limited opportunities to get water and/or snacks. There used to be a concession by the boat houses.	1
I'm not familiar enough with it but I do object to development that would disturb the nesting eagles.	1
I would like to see a separate bike and walking paths for the safety of the walkers/runners.	1
I would like this site to stay natural with a dirt trail. So much if the trail is paved and unnatural. This area should be kept as natural as possible.	1

I was required to select two from the list above, but I actually think this area is best suited to habitat restoration with very limited human access. Passive activities like birding and fishing are fine	1
I think given the ecological protections needed, it's best left as more a scenic checkpoint than anything developed.	1
I like the natural look of this area keep it no mow where possible it's beautiful and I have seen ground nesting birds I have never seen before. It's very cool.	1
I didn't even know that this was publicly accessible.	1
<a href="https://raleighnc.gov/parks/pullen-park">https://raleighnc.gov/parks/pullen-park</a>	1
How about a lunch/bar?	1
Hard because it sometimes smells	1
Green spaces for Parks and Rec Yoga and other outdoor classes would be great.	1
God bless you folks for trying, but this area will forever be cutoff from the lake by railroad tracks and the legacy of pollution. In addition, no one wants to be near a sewage treatment plant.	1
Get the county to let you issue fishing day passes and have cheap equipment for rent. These kids need something affordable to do in the city	1
Get rid of smell	1
For the previous question about the steel site: Also add mixed-use urban walkable car-free affordable housing! I think really the recreation facilities are better placed along the base of the canal, where we want to generate the most activity.	1
Food vendors, restaurants, Plant tall evergreen trees around sewage treatment plant .	1
fitness equipment	1
Fishing/boat slip access	1
Finish the bike path around the lake	1
Few more benches and some picnic tables.	1
Educational opportunity to highlight the return of the ecosystem in the lake	1
Easier vehicle access, parking etc...	1

Easier access to the area	1
Eagle viewing nesting sites	1
Drinking water availability for people.	1
Do not disrupt the EAGLES!	1
dedicated bike and pedestrian paths or lanes.	1
Cutting some of the dead trees and over growth along some portions of the lake, so that you have a better view of the lake	1
Connecting this site to the Onondaga Lake Trail, to complete the bikability around the lake.	1
Can't lie, I rather like it rather barren.	1
Boat / kayak rentals. (Wi-Fi should be available in all lakefront areas)	1
Bike trails. Increase trash receptacles painted to fit in with surroundings.	1
Bicycle infrastructure that isn't closed at night or during amphitheater events	1
Better site upkeep (collection of garbage blown in or thrown out along 690).	1
Better access. The bridge was highly promoted with no place to park nearby. Causing conflicts by landowners on Hiawatha Blvd. poor planning, folks.	1
Benches, boxes for osprey nests	1
Beach front with sane and the lake clean enough to swim in.	1
Bathrooms and showers, dog parks,	1
art/sculptures?	1
aquarium	1
Anything that offers minimal disruption to the local ecosystem while also enriching the lives of the community members.	1
Any changes should minimize disturbance to eagles	1
An aquarium is a great idea	1
All of these are great amenities that would attract a wide array of citizens	1





You should stay OFF Murphy's Island. Trail expansion being conducted there now is the WORST idea. Highly contaminated, unsafe for people and pets. Project was railroaded through despite strong objection from the populace. Eagle roost is unique and should be promoted for tourism. Another case of the County proceeding on unwanted, impractical projects that defy logic.	1
Would like to see a connection from the Market/Stadium to the creekwalk.	1
Will this be incorporated into the SMTC plans for bikes and pedestrians?	1
What the heck is a multi-modal connection exactly?! I'm guessing you mean areas where different bike paths and walkways converge? Don't you guys have all the data for that? I'm not a city planner.	1
What is a multi-modal connection? Use less jargon.	1
Waterfront areas could be improved at nodes, not pass thru areas	1
Water taxi	1
Trails around the lake are a great idea. I'm really excited about the prospect of it connecting around the entire lake. Exercise sucks though, and I would like to enjoy the lake for entertainment also.	1
Trail must be completed to circle the lake.	1
Trail along the Onondaga Parkway and a trail connecting to the existing trail along I-81 in Mattydale.	1
This tool didn't work at all and I am "web-first, tech-savvy millennial". I'm not sure who is able to use this tool successfully. Please use a different method next time. The area I wanted to highlight is the east side of Onondaga Lake. Basically a line connecting the Inner Harbor with the Train Station/Market/NBT Stadium, and Onondaga Lake Park/Liverpool town center.	1
This part of the city can feel cutoff because of vehicular traffic. Better sidewalks and bike paths/lanes are needed to connect area to surrounding neighborhood	1
this is so confusing lmao	1
This could be a beautiful lake. Just needs attention to the shoreline and adjacent land	1
These instructions make no sense	1
There should be a trail connecting the university to Onondaga lake that is green the whole way though	1
There needs to be dedicated bike paths going around the back of the mall and up park street as it feels like a risk everytime riding through there.	1

<p>There needs to be a dedicated bike/pedestrian pathway to access downtown from the Onon. Lake Parkway and Old Liverpool Road area. It is unsafe for travel along this side of the lake.</p>	1
<p>There is no reason why every neighborhood in this city shouldn't have some sort of pedestrian, trail, or public transport access to the Inner Harbor, Stadium, or Regional Market. Too much of our infrastructure emphasizes car use or suburb access. Most of the residents of Syracuse are within 10 miles of the Inner Harbor area. The highways impede direct access for many residents. Care needs to be taken to understand the perspective of residents from each neighborhood of Syracuse and see how or if they would be able to access the newly developed area with ease.</p>	1
<p>There is no connection between bike paths near the sewage treatment facility and the paths connected to Onondaga lake parkway. I have biked the full perimeter of the lake and that stretch is very poor, biking on busy roads and under busy highways with very poorly maintained paths. I think it would be beneficial to connect the mall more seamlessly to bike and walking infrastructure.</p>	1
<p>There are a lot of paths in here that could be better interconnected for pedestrians and cyclists. I'd also like to see safety improvements for pedestrians and cyclists like protected crosswalks and bike lanes</p>	1
<p>The Syracuse area bike systems need to be linked more strongly in this area. Especially around the farmers market.</p>	1
<p>The natural environment on the south shore should be preserved. The inner harbor area can be a landing point for branching out via boat, bike or on foot.</p>	1
<p>The more that is done for Syracuse and Eastwood, the better. When we moved here in the mid 80's, this area was outstanding for outdoor activities. There were tons of shops and restaurants. We used to walk and ride our bikes all over this area. We don't feel safe anymore and would not even consider walking the area. Also, most of the shops and restaurants are gone.</p>	1
<p>The map is not allowing me to draw. But linking the large amphitheater, to the Fair grounds, and around lake towards the Roth site and to DestinyUSA, Inner Harbor and around to train station, regional market and NBT stadium, plus spur heading towards downtown syracuse/armory would be fantastic. a light rail train, or tram, or dedication bus route that loops regularly around the locations and has standard cost associated with it, tying together the major venues and areas. adjacent walking.biking trails enable other connections as well.</p>	1

The I=81 project will see the Court Street bridge moved and it will no longer connect directly down to the Inner Harbor. Splitting this block and providing at least bike/ped access would be a boon to the area. Additional connections pedestrian connections should be made along Van Rensselaer connecting the Iron pier with the greater sidewalk network. A path should also connect the development more directly with the Creekwalk. Connections should also be improved along Hiawatha, including narrowing the roadway, and continuing the widened sidewalk/side path that currently stops at Solar Street all the way up to the Park St intersection. This should then connect to the proposed improvements from the S MTC RTC/Regional Market study previously mentioned.	1
The area from the end of old Liverpool Road is hard to navigate. Really everyone just walks the shoulder or rides it, on the wrong side of the road. Very dangerous to walk from candle factory past car wash and under the bridge.. This section is too hazardous . Needs work.	1
Sorry, it's too late at night for me to figure out how to work that map. But, as far as multi-modal connections, they should be everywhere, so that people can get where they want to go without driving in a car.	1
So basically it would be great if there were safe pathways/some sort of light transport to and from the areas mentioned in this survey and also downtown. I'm thinking this is what would really make it similar to a functional place like Canalside in Buffalo. There are even trolleys through the center of Buffalo (not sure about space/budget constraints but I think it would be vital to make traveling to and between these places appealing and accessible).	1
Please create a bird sanctuary and a safe place for the eagles and seabirds. There is no need for another trail and we love Sharing the lake with them. They are the reason I go enjoy that area- to have a peak at them from a distance. You have many great ideas for around the area that leave the island and their nesting area alone.	1
Not sure	1
None	1
No Aquarium Murphy Island and Eagles should have been left undisturbed	1
Neighborhood connections to the market	1
Need connection between creekwalk and west shore trail	1
N/A - Haven't lived here long enough to give appropriate, useful feedback on this.	1
N/A	1
More lighting on streets, and Road repair	1

more ADA accessible & compatible.	1
Make a trail all the way around the lake	1
Lyncourt	1
loop the lake, develop into nbt bank area as inner harbor develops.	1
loop the lake ,staying near the shoreline . building a pier platform trail on the shore if necessary. when i ride or bike with my granchildren and family I do not want to be anywhere near a road. safety first	1
Like to see the Onondaga creekwalk and trails wrap around the entirety of the lake all the way to Onondaga lake park	1
It's almost impossible to get from the suburbs to downtown and vice versa. It's very closed off and you can tell it was done intentionally so folks from either neighborhood have trouble entering the other. I would love a more cohesive downtown that blends into the surrounding areas and utilizes the amenities of nearby neighborhoods.	1
It would be nice to eventull see a connective trail around the lake....maybe someday!	1
It should be easier to get from James and other areas to inner harbor and downtown, the busses make no sense	1
In solvay and the city of course keep kids off the streets	1
I'm not sure what multi-modal means.	1
I'm new to the area (Solvay), and it's so strange to live close to the lake and not have a great way to get there by bike. I'd love to see some bike lanes or something that lead from the Route 5/West Genesee area going back to the lake. Solvay's already put in the work of trying to beautify parts of Milton Avenue with new lighting, and more multimodal transportation would be a big boost to that area.	1
If you don't define "multi-modal connection," how am I supposed to know what that means?	1
I'd like to see the Creekwalk trail connected to Onondaga lake park as originally intended.	1

I would love to see two things. 1) Love to see the trail from West Shore Trail continue around the rest of the lake connecting to Onondaga Lake Park, The opportunity here is great and I think this would be one of the best bang for the buck improvements. . The Second upgrade I would love to see is an access point to the trail from the Tiphill/Solvay neighborhood similar to the bridges connecting the Camillus neighborhoods to the trail. Right now, if we want to get to the trail system from Tipp Hill area on foot or bike, we have to enter on the Hiawatha entrance, but getting there is actually pretty dangerous. There are multiple areas without sidewalks near the end of Hiawatha. I actually saw a woman who had been hit by a car right at the end of Hiawatha at the stop light / railroad bridge. I know it might not be easy to give access from Erie Blvd to the trail but Camillus has multiple access points and Tipp Hill / Solvay side has 0 for pedestrians wanting to get to the trail.

I would like to see this area remain natural and undeveloped. I don't feel it necessary to have human activity encircle the lake.

I would like to see the completion of the loop the lake trail along the edge of the lake, I think this would be a valuable community asset.

I would like a trail that follows the parkway next to the lake. It could connect by the mall. You can go behind Murphys Island around the eagle nesting area without going through it. Put in observation areas to see the eagles

I would have liked to see Route 81 rebuilt as a HIGH SPEED north / south route through the city, just as Rte: 690 serves now, and NOT re-routed through DeWitt. Erie Blvd BEFORE Rte 690 was built was a huge traffic jamb mess, but I guess our current crop of politicians didn't know that. And so will this grid idea will become when 81 is removed. Too bad our politicians didn't have the nerve to offer the residents of Onondaga county a referendum on Rte 81 instead of just "mandating" its removal.

I think the creekwalk should be connected to the mall/regional market/stadium area with a protected bike lane as there is not yet currently a safe path from downtown to the market. I would also like to see the Onondaga Lake Parkway narrowed to two lanes with a protected bike lane along the river. That road does not need to be four lanes and it would help prevent bridge crashes.

I look forward to the loop of the lake being complete. Eagle peepers are freaking out a bit, but the Eagles are not that skiddish (see Alaskan fishing ports and USPS parking lots). Perhaps some signage about the Eagles would be nice. It is a huge wintering spot for Eagles nationally and we should showcase it.

I like the Westside of the lake it's more natural looking and a nice change from the Onondaga Lake Park side. I ride my bike on the Westside often I wouldn't change it too much. The new bridge at the end is a fun place to stop and view wildlife. Please don't go crazy overdeveloping it.

I know continuing past destiny to the east side of the lake is not feasible d/t conservation efforts etc., but the treatment plant smell really inhibits utilizing the creekwalk/west lake connection.	1
I have said it a few times & I felt different when the new part was added on years back but I feel as if the mall needs to go but turned into something else anything else make it into an outdoor shopping center & center similar to the MOST with outdoor stuff like Waterloo & add a new theater with discounts & an imax & 4DX that way no one has to walk in a mall with unsafe conditions for children or anyone to see it.	1
I have no idea what you are talking about.	1
i don't think we should be going into Murphy's island	1
I don't see why this is a separate are. It should be developed with the uses of the inner harbor in mind. Right now, the creek walk is scary. Lights and walkway improvement are needed, and it should connect to inner harbor facilities as delineated in the first survey question.	1
I don't know what a multi-modal connection is.	1
I don't understand what is being asked here.	1
I don't understand this question. If you are asking where it should expand? I'd say toward the City center.	1
I don't understand this question and activity	1
I could not figure out how to mark the map! Connecting trails, walking and biking around the lake, are of course the best goal.	1
I can access everything easily so I have no suggestions.	1
Huh?	1
Good space for extension.	1
Geometry capture did not work well with iPhone Need safe pedestrians and bicycle connections from stadium/ regional market to waterfront and empire trail/ creek walk	1
Galeville and North	1
Finish the Loop the Lake Trail and improve bike/pedestrian/transit connections between the trails and the Train Station/Farmers Market	1
finish connecting Onon lake	1

Expand the views of the lake on the West Shore Trail. Could not work the map! More rest stations	1
Even as a native it took me a while to figure out how to get from Bridge Street to the waterfront ( across 690) safely as there is not signage about using state fair parking lot bridges	1
Elmwood park area	1
Draw function didn't work. Connection from regional market to creekwalk could be better. Also would love to be able to easily bike/walk to Onondaga lake park from over y the mall.	1
Don't overdevelop area by lake. Spend money elsewhere.	1
Do NOT extend the creek walk into the Bald Eagle roosting area	1
Didn't work for me	1
Current bicycle access in this area is fine.	1
Creekwalk should better connect to Onondaga Lake Trail, so you can bike and walk around the entire lake from Downtown/Erie Canal Trail	1
couldn't draw on map but connecting regional market to inner harbor via pedestrian bike friendly system would be awesome, extension of creek walk to nbt stadium would be huge	1
Could not get that to work on my phone	1
Connecting the areas together and making them walkable and safe will revitalize the area.	1
Connect the harder to the mall to Franklin square to downtown to Westscott and more through trolleys or canals	1
Connect the end of the Creekwalk to the east side of Onondaga Lake and complete the loop the lake trail. Fix the sidewalks and enhance the crosswalks along Hiawatha Blvd to make the connection of the Creekwalk safer. Enhance the crosswalk across West Genesee Street for the same reasons.	1
Connect properly to Onondaga Lake Park from the Liverpool/Galeville side!	1
Connect far west and west side to the city with a connective corridor, greenery, bike lanes, electric charging etc.	1
Can't get this to work. I draw rectangles but they go away.	1
Bike paths connecting loop the lake	1

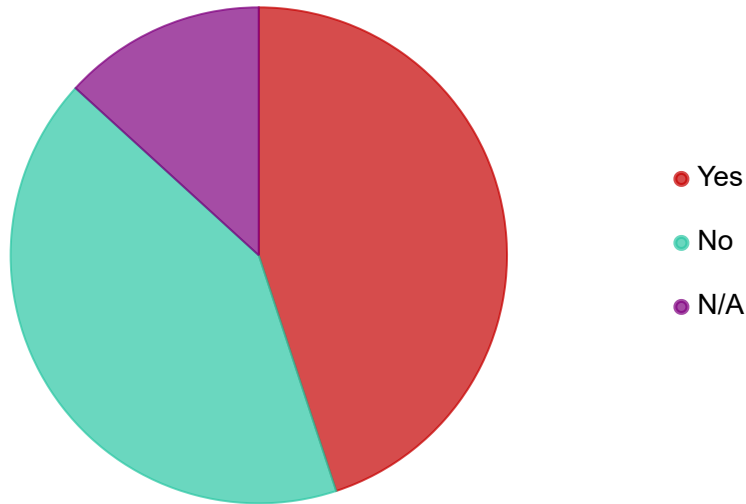
Better to just improve existing parks than to waste anymore money on this area. There is already plenty of better parks in the area to enjoy. No one wants to be around a sewage treatment plant...sorry.	1
Better connected street grids, more sidewalks on either side of the street. More pedestrian plazas, less parking, more transit, protected bike lanes. Parking maximums, not minimums.	1
better connections from Court/Bear St. area of Northside to the Inner Harbor	1
Better connect the mall with the creek walk and the lake. Mall does not take advantage of being directly on the lake either. Use their parking lots in the back for redevelopment directly on the lake. The land is too valuable to just use as a roadway and parking. Expand from the carousel entrance toward the lake and build on the waterfront. Can integrate the rail line to make a more appealing stop for trains. Even building above the tracks with waterfront entertainment would be cool	1
Better bike friendly infrastructure on the places near main	1
As I stated earlier in this surgery I think the focus should be on developing a 55+ community where retirees can purchase a retirement home and stay in Central New York. These types of communities are thriving in the Southern states with Del Webb and Latitude Margaritaville. I honestly believe they would be successful here especially located near the highways, City of Syracuse, and SU.	1
Anyway we can walk and bike around the lake and two other villages!	1
Any trail along the shore of the lake is a desirable outcome	1
Any biking/walking trail that includes sidewalks on a public road is not safe for families. (this is why the trail on Erie Boulevard will not work.) You have to get the trails off the road. Think Cape Cod bike trail.	1
Again, it all comes back to fearing traffic as a pedestrian. Make it safer and cleaner for walking and biking and the foot traffic will flow here.	1
additional parking and multi modal access where it will be close to trails/activities but not disruptive to wildlife.	1
Access from westside, tipp hill, westvale to connect to inner harbor which could be used to get downtown as well	1
A bicycle lane up Onondaga Lake Parkway.	1
1 Improved bike lanes everywhere!! Not bike lanes that share a turn lane 2. Flowers, decorative landscapes 3. Trash pick up	1
???	1



Plant tall evergreen trees around the sewage treatment plant . You really have to cover up this sewage treatment plant from public view. People do not want to see it, smell it or be around it.

Answered: 112 Skipped: 309

o 15. Do you feel safe when walking and biking on the Syracuse trail system?

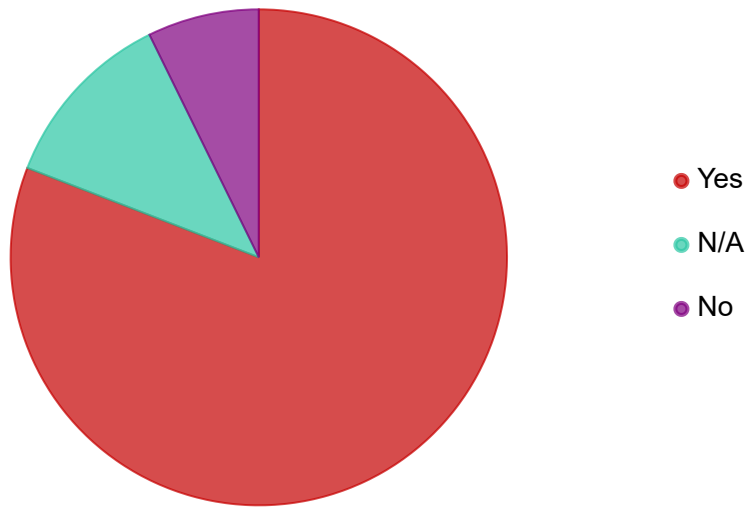


Answers	Count	Percentage
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Yes	187	44.42%
No	174	41.33%
N/A	55	13.06%

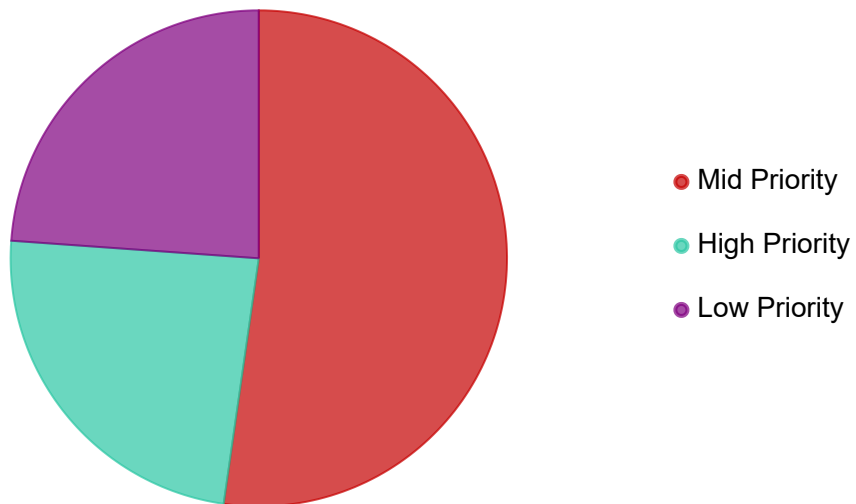
Answered: 416 Skipped: 5

o 16. Would you like to see greater visibility when walking / biking on the...



Answered: 413 Skipped: 8

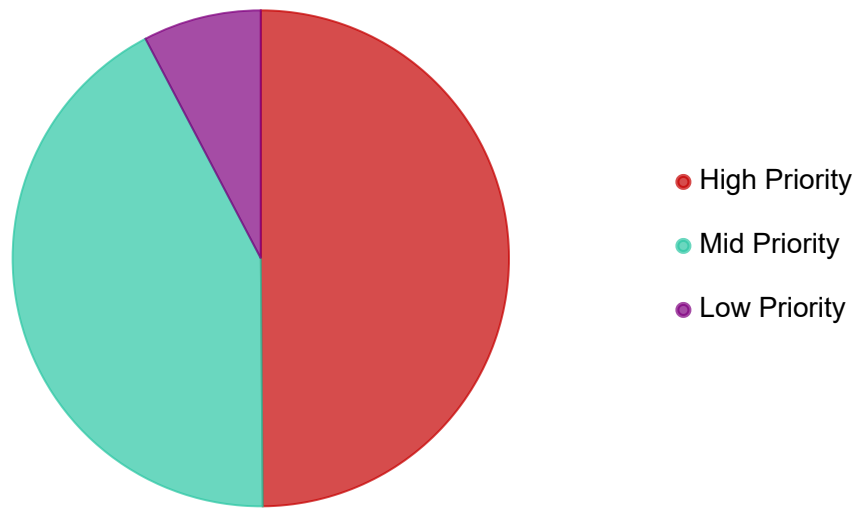
**a. Directional and identification signs**



Mid Priority	208	49.41%
High Priority	95	22.57%
Low Priority	95	22.57%

Answered: 398 Skipped: 23

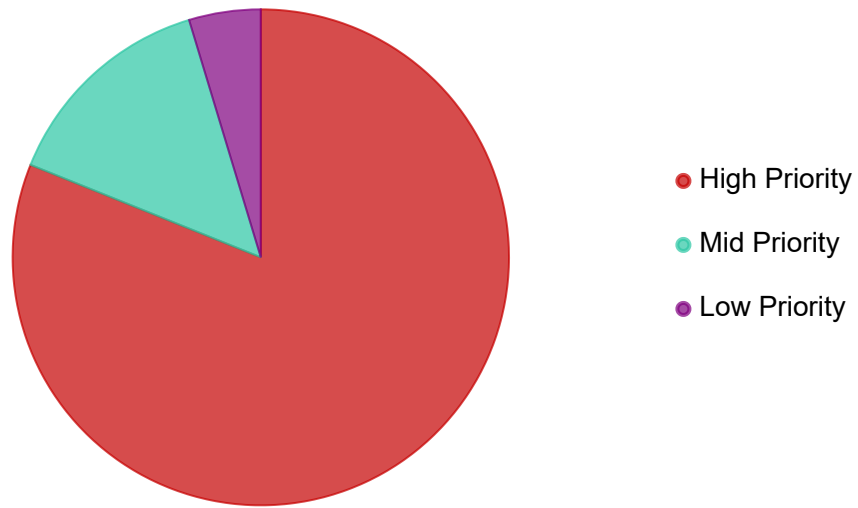
**o b. Amenities (including bike racks, benches, trash receptacles)**



Answers	Count	Percentage
High Priority	201	47.74%
Mid Priority	171	40.62%
Low Priority	31	7.36%

Answered: 403 Skipped: 18

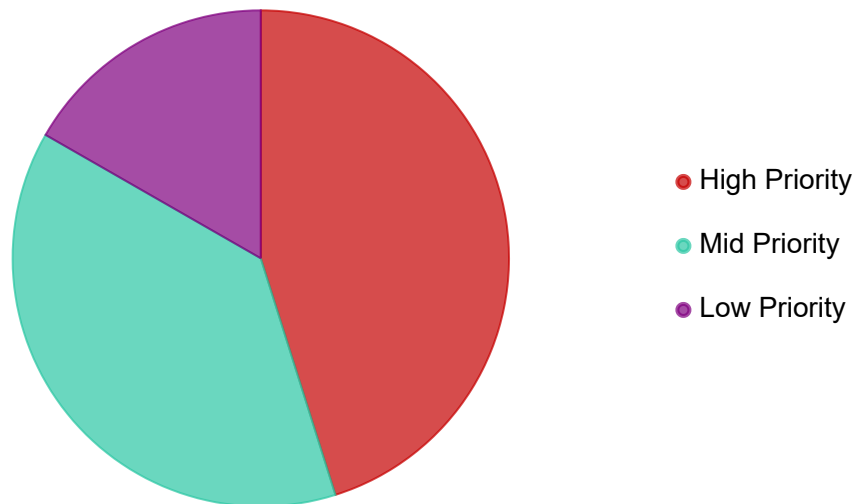
**o c. Lighting and security (including brush removal, etc.)**



Answers	Count	Percentage
High Priority	330	78.38%
Mid Priority	58	13.78%
Low Priority	19	4.51%

Answered: 407 Skipped: 14

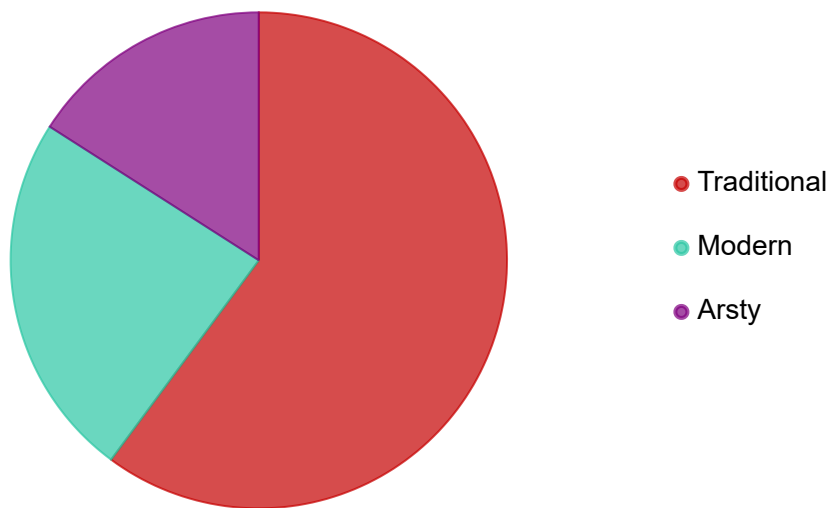
**d. ADA-accessible facilities (including curb ramps, etc.)**



High Priority	181	42.99%
Mid Priority	153	36.34%
Low Priority	67	15.91%

Answered: 401 Skipped: 20

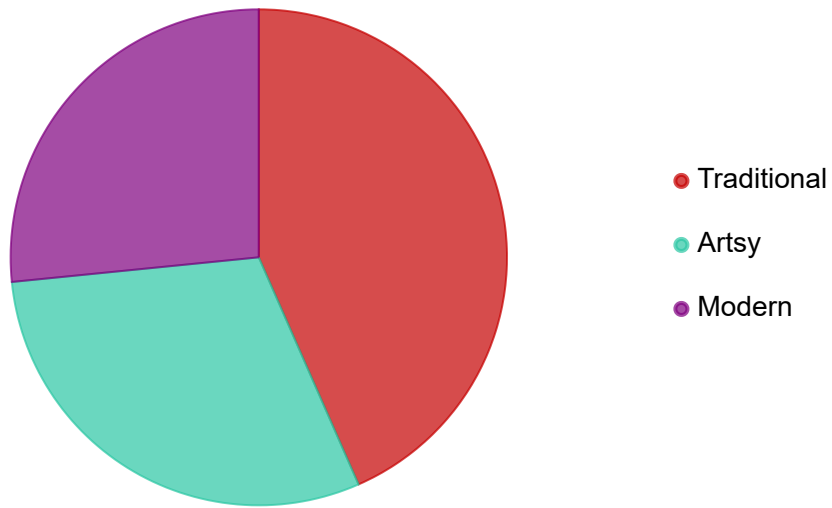
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Answers	Count	Percentage
Traditional	249	59.14%
Modern	99	23.52%
Arsty	66	15.68%

Answered: 414 Skipped: 7

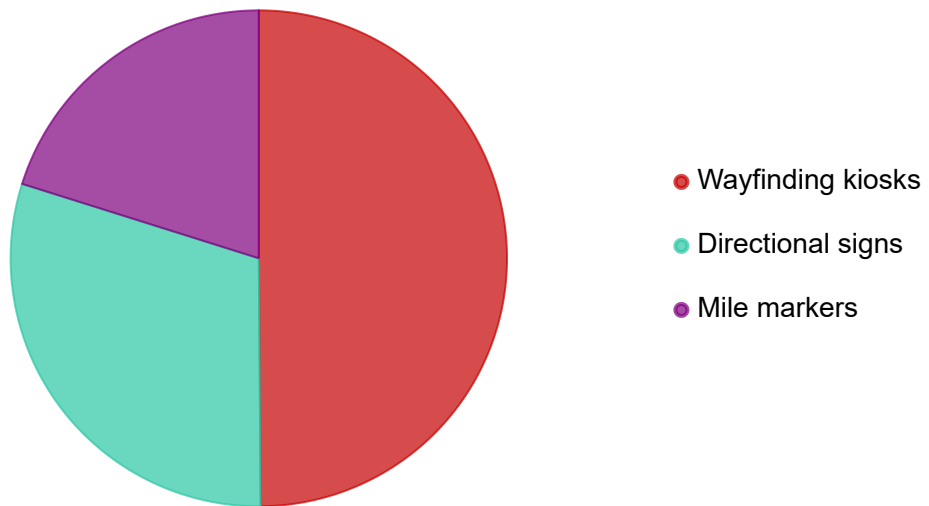
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Answers	Count	Percentage
Traditional	178	42.28%
Artsy	123	29.22%
Modern	109	25.89%

Answered: 410 Skipped: 11

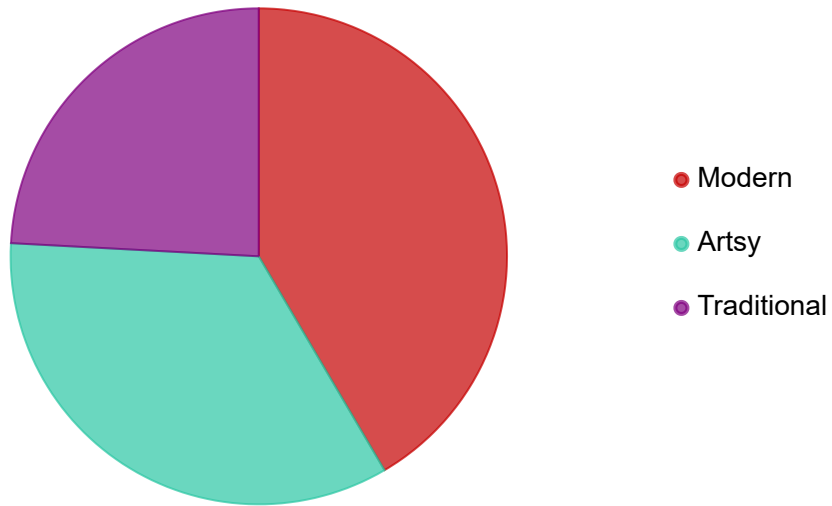
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Wayfinding kiosks	203	48.22%
Directional signs	122	28.98%
Mile markers	82	19.48%

Answered: 407 Skipped: 14

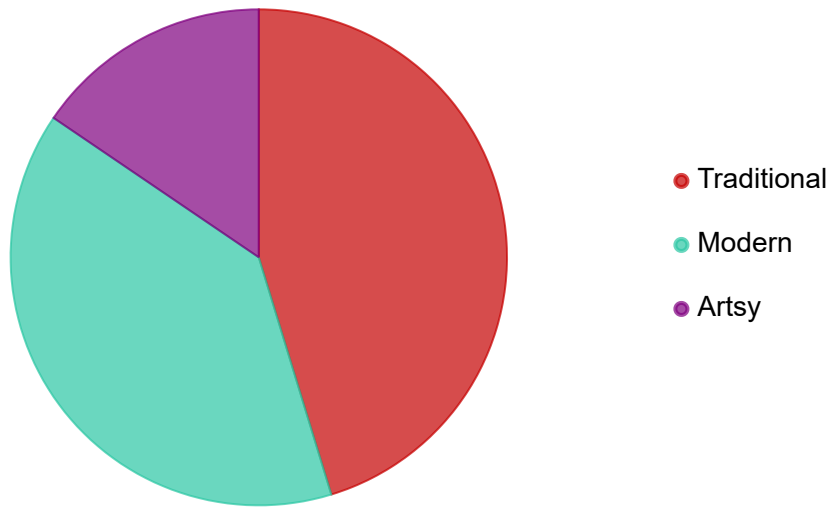
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Answers	Count	Percentage
Modern	172	40.86%
Artsy	142	33.73%
Traditional	100	23.75%

Answered: 414 Skipped: 7

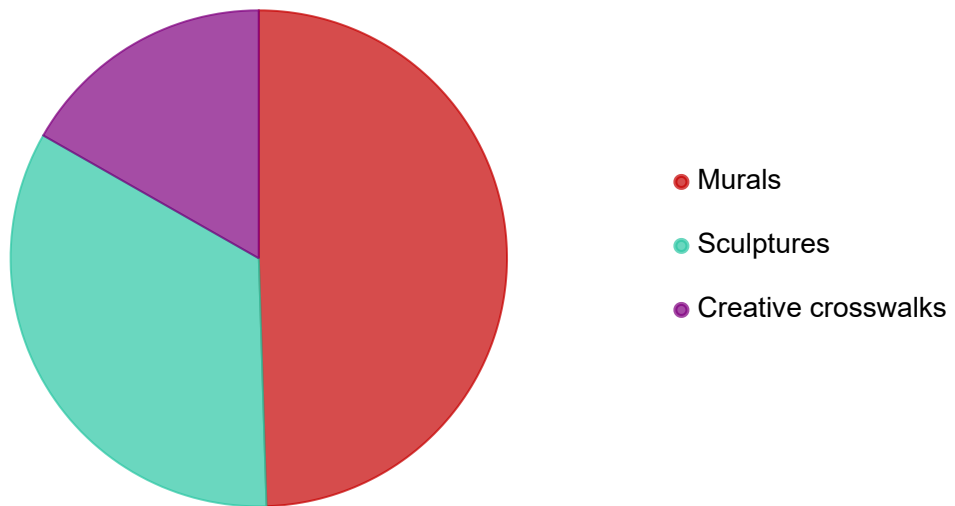
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Answers	Count	Percentage
Traditional	187	44.42%
Modern	162	38.48%
Artsy	64	15.2%

Answered: 413 Skipped: 8

○







Yep,...stop wasting taxpayer money on such foolishness,.... please !	1
Why are you limiting choices in this survey? Maybe some of us want none of the above, yet that was n't an option. Going to my original statement....STOP SPENDING MONEY!	1
Where the Creekwalk crosses streets, the streets should have stop signs there and motor traffic should yield.	1
When crossing traffic, perhaps the walking lights	1
What about creating a nature preserve and or botanical garden - seek out ESF (Prof Kimmerer) and / or local Native American expertise? We have home-grown experts on the local natural Environment which is more in line with popularity of sustainability rather than the expensive & old fashioned "aquarium" idea? Most younger people don't like seeing animals in "cages or tanks" and that is not what is trendy. Or use the model of the Adirondack Museum which integrates with and highlights the local flora and fauna.	1
We need creative ways to keep this area as a tourist draw and year around area for regular usage. A concert bowl for smaller theater and music performances could be an added feature that is unique to that area and a boost for the arts in the community.	1
We don't need more parking spaces. There's plenty.	1
Use only local artists for murals	1
Unless people see park or city police patrolling you aren't going to get a lot of people will to use that area. The crime levels are just too high.	1
This was such an in depth survey!	1
This survey is bias towards getting the answers you want... same questions over and over, pick your order, etc. The results are predetermined - you're going to get something on this list whether you like you or not!! And stop pushing that stupid, wasteful aquarium idea too...	1
This is a great area and great things are being done here! Do not cut all the trees, leave nature, so that the eagles and other birds stay here!!!	1
This is a beautiful area that does not need more "stuff" built on it to draw visitors. The lake and the eagles draw people from hundreds of miles; it would be an economic travesty to drive the eagles and these visitors away. Humble improvements -- a few bike racks and benches -- could contribute to the area. Building a bunch of kitschy junk won't.	1

There's really interesting wildlife along the creek walk more people could enjoy. Options for passive viewing and enhancements to encourage a thriving ecosystem could be beneficial. A public garden program and urban foraging opportunities would also be a fun, educational and community centered opportunity	1
There are many parts of the city pathways that run along the creek, harbor, or even the lake at Long beach ranch that are blocked by brush, and bushes. The entire waterway is beautiful and what we came to see. Open it right up. The brush just seems to catch garbage and debris, or provide a hidden space for homeless, or worse.	1
The most important thing for me as this area develops is feeling safe.	1
The more we can add art into public spaces the better! I also wonder if inspiration from the NYC high line could help?	1
The lakeshore trail should be open or a detour provided during events at the amphitheater. There should also be an opportunity for people to walk or bike to/from events at the amphitheater. They could utilize remote parking and then bike to an event, to reduce the traffic on 690 trying to access the Orange Lot.	1
The key and most important is that we live in a harsh environment, no matter the choices of style they must have maintenance and upkeep thought about as part of the decision. When adding signage I think having both directional and mileage and to indicate other venues and attractions. The need to update these as needed also important when considering design. Easy updates for new venues or restaurants or events is vitally important. Perhaps electronic signage in some places that can be updated with the most current events and promotions.	1
The issue the creek walk doesn't feel safe is because there are large swathes that are not near any building. (Also the parts where the most attempted rapes happen) if the inner harbour were redeveloped, it would have more people and therefore be more secure.	1
The Inner Harbor needs to become both a fun neighborhood that will attract visitors, as well as a place for people to live. A focus should be on creating semi-dense, walkable, car-free areas for people to enjoy. Create mixed use retail, food/drink and residential buildings. Lots of green space as well. It needs to feel more like a neighborhood that you wanna visit and walk around, whereas currently it feels more like you're walking on highways and industrial businesses. Nearby Franklin Square proves this can be overcome. Lots of brick buildings, trees, landscaping, bike lanes, sidewalks, murals, benches etc. The aquarium is on the right track when it comes to attracting out-of-town visitors. A professional soccer stadium is another idea that would work for the area. I've created a 3D sketch of the Inner Harbor and what it could become. Email me at michael.carter1138@gmail.com if you would like to see it.	1

The City should transition the Parks Department area that sits in the triangular section between West Kirkpatrick and Spencer Streets and between the Creek Walk and Onondaga Creek, into an Indoor/O outdoor events facility. This area includes the beautiful but underutilized cobblestone building. The entire space could be beautified to take advantage of the creek and the event space (used for weddings, etc.) would be neatly complimented by the Aloft Hotel and future development.	1
The city has more important things to worry about than revitalizing the waterfront. We will never be Rochester and need to find a way to become our own city. We need to focus on schools, infrastructure, and policing. The eagle watching is something unique to the area and we need to cultivate that. No to the aquarium.	1
The best Bike Racks are Shark Up Bike Racks (used by SUNY ESF).	1
The aquarium	1
thanks for the opportunity....godspeed	1
Thank you!	1
Stop the extension on Murphy's Island. That should be a refuge for eagles to get away from people.	1
So many other cities have awesome Waterfronts. Restaurants and entertainment. We can do that too. Plus you can hear the amphitheater from there. Take advantage!	1
So disappointed in the money spent on the bridge over the railroad tracks to bring us onto one of the busiest roads in Central NY . ( Hiawatha Blvd). Loop the lake by going out into the water when necessary. Some type of Boardwalk or elevated Pier to get by the train tracks or other obstacles. Thank you	1
Seriously what does "multi-modal connection" mean? You need to make your language more accessible to the general public. Thanks.	1
Security can be vastly improved without disrupting the surrounding brush/wildlife. IMO, as a woman, I think I would wish for call booth/buttons like you see at the OCC campus, maybe cameras. But I think taking away brush takes away from the privacy and hidden-away feeling of the creekwalk that makes it so enchanting. I think what makes it so nice is that it feels clean, feel well kept, but isn't sterile and over developed. It doesn't feel like I'm walking down the street in a development- it's a nice, well lit path that is well kept, but secluded away from the city's industrialization. I would hope for more lighting and again police call booths/buttons and maybe cameras, but I would hate to see it turn sterile.	1
Safety, safety, safety	1
Safety more police	1

Safety is a big priority. Trash is another, city is filled with it. Please spend our money wisely.	1
RETURN MURPHYS ISLAND TO THE ONONDAGA NATION! thank you.	1
Restroom facilities. When the trail is open, restroom facilities should be open (e.g., at Ampitheater). Portapotties should be added.	1
Residential balconies and retail should have patios that open to the creekwalk. More eyes on the street from diverse uses at all hours. Also the sidewalks should be safer walking to Franklin Square from downtown, since it doesn't feel safe to use the creekwalk at night.	1
Redo the roads and parking lots!! They are horrendous and no one will re-visit a place that is surrounded by horrible roads! The off ramp from 81 onto Hiawatha Blvd is a safety hazard. It's a pothole patchwork quilt. The dividers between the highway on 81 are missing and it all looks like crap. Improve the roads and landscape along side the roads and tourism will improve.	1
Publicly owned land shouldn't be sold off to private interests, and more of it should be used for mixed income housing. The area should be a neighborhood that serves its residents first and visitors second, and it should be better connected to existing neighborhoods on the Northside and Westside. The City and County should also consult with and defer to the Onondaga Nation when making plans for the Lake's shoreline.	1
Please prioritize returning as large a parcel as possible to Onondaga Nation.	1
Please prioritize functionality -- bike racks that are artsy do not prioritize the security of a bicycle, crosswalks that are artsy can present problems for those who are visually impaired, and non-protected bike lanes on high speed traffic streets do not get used. Get the basics right first so that your money is actually invested, rather than spent. Beyond spending on tangibles, it is critical to program these spaces through partnerships with local groups. This should be of equal importance to the physical changes. Lighting is a moot point on safety if the space is vacant -- people will feel safe regardless of lighting if other people visit the space. Programming is essential to making people come here. Lastly, please be mindful of the community you serve. Meetings at 12pm on a Tuesday are an affront. We care deeply about the future of Syracuse, and would love to be a part of this exciting step in the right direction.	1

<p>Please make sure to keep our disabled community members at the forefront when making decisions on seating, access, and so forth. As a woman I don't take advantage of these public spaces as much as I should due to safety concerns. Ample lighting and available call boxes in these areas is very important. Please don't push the full lake loop if it can not be done safely and without the blessing of the people whose land we live on. Lastly we don't need an aquarium. I know you see dollar signs in your head but it will not bring in the money you think it will. People flock to Boston not just for their aquarium but for the history, Red Sox, and so on. Our community needs affordable housing and jobs that pay enough to survive off of just to name two. Please do well by this community, a lot of people are just trying to get by. You were voted in, we pay your salaries. Please do your job and do it well. Thank you.</p>	1
<p>Please do not install hostile architecture and call it artsy. I know we have a homeless challenge in Syracuse but making uncomfortable benches is not the correct way to solve it.</p>	1
<p>Please do not do just an aquarium. Sea world or Busch gardens would be much cooler than just a simple aquarium. I can elaborate if you'd like. My email is bking01@syr.edu</p>	1
<p>Please consider the aquarium proposal. It would offer a year round attraction for locals and tourists alike. The trickle effect of visitors could then help any shops or restaurants that are in the area and beyond. Away from the waterfront but in the area, consider more mixed use development opportunities.</p>	1
<p>Perhaps have a cultural component, where there is history of how the Onondaga viewed the lake and the waterways in that area. Have some information about the salt industry in the area. There could be images of "Then" and "Now" as well.</p>	1
<p>People want their cities to "just work". Everything else is icing on the cake. Good design is form AND function. If it doesn't add function... it's not good design. Paint on the street slows down cars - esp. important in pedestrian areas (read: the entire city). Very functioning. Also pretty. Form and function - good design! Would much rather see money for fancy benches and picnic tables go towards functioning things like curb cuts, protected bike lanes, raised or continuous sidewalks, and other universal design principles. A bench is a bench. Make it sturdy and cheaply. Sustainable materials, long lasting, ideally. Crosswalks, on-street, and on-sidewalk sections of the creekwalk need the most work. They should really be eliminated, and made a protected on street (or off street) bike lane. Double wide to make room for e-bikes and scooters. Every street crossing should be painted or better yet - elevated.</p>	1
<p>None, do not plan on ever going there.</p>	1
<p>No.</p>	1
<p>No need for an aquarium for this small city. Beef up shopping areas with better stores to bring in folks from out of town</p>	1
<p>no i think everything was covered to my satisfaction</p>	1

NO aquarium - do not waste our money on McMahons folly ! Use the funds to improve the trail	1
No	1
Need a couple big entertainment anchors. Recommend the aquarium! Just do it RIGHT. Make it a true destination. Bring in the right animals and entertainment or don't do it at all. Top Golf would be a huge draw and they have built in snow areas(Chicago). None in upstate or Canada. A true indoor water park would also draw tons of people to the area. Not a cheap one like Oswego or Greek Peak. A true nationally recognized brand like Kalahari or Great Wolf Lodge. If you can bring those type of names to the area as anchors, other businesses will come and join. Give them the land for free and all the help they want if they're willing to build here	1
Nature resources & wildlife information & data	1
n/a	1
My main idea would be to follow what Canalside Buffalo is like. Beer Garden, food, live music venue, multi season activities, and green space. I would also like to see something distinctive, like a huge public art piece, or some unique feature to Syracuse.	1
Murals would be a great addition. I think choosing things that are multi-functioning, and long lasting would be best- a balance of quality and visual appeal.	1
Murals and a public art gallery to showcase local artists.	1
muraals rock	1
More police presence to improve safety.	1
More artwork (in anyway) is always appreciated.	1
Me and my friends always say "we need to make the inner harbor a thing!" How I think we do that: Retail/residential development Connecting the area to the rest of the city via pedestrian friendly infrastructure and modes of transport Investing developing areas for recreation There is a TON of space here, let's do something cool, unique, and equitable with it!	1
Make sure there are adequate trash containers and landscaping includes flowers and that the area stays maintained and safe. And i feel you need an attraction such as the proposed aquarium to attract waterfront restaurants and another hotel and hopefully converting some of the vacant buildings to residential living.	1
Make sure facilities as accessible as possible.	1
Make arrangements for security and keeping it clean. These are top priorities	1

Leave the southeast natural.	1
Leave the eagles and their nesting space alone	1
Keep in mind that this is a wildlife habitat. All the choices above assume this area needs amenities and new construction. A decent walking trail without ridiculous signage and paving everywhere isn't what people want. Respect the natural environment. Please.	1
It's safe during the day but at night it's clearly not safe, people are obviously living under bridges at points and there have been assaults/robberies	1
It's a park, be pragmatic with tables and garbage cans. People are going to fuck with them at night. Heavy, durable. "Artsy" stuff tends to get vandalized first. If you're gonna put in some art, then get someone with an actual vision and give them a decent budget. Don't install some tiny fish like that photo up there ^. Let a local artist do something that you can see while driving down Hiawatha. A focal point. A gathering point. \$500 of paint on a wall under a bridge is.. nice, I suppose, for like an elementary school's project. So many questions about signage. Nobody's getting lost in a 2x2 city block area or a creekwalk with no forks. Focus on getting something that needs signage in the first place. Didn't mean to sound overly critical. I wouldn't live here if I didn't think it was heading in a better direction.	1
It's a busy place and you'll make it even more crowded.	1
Increased safety, historical aspects.	1
if this is a true revitalization it should be geared to benefits to the community. Not spending taxpayer money on businesses. If companies want to build an aquarium they can do so on their own without us bankrolling it, where we then have to pay more money to go to. Its a drain on the community not a benefit.	1
If crime is not addressed in a significant way none of this will matter.	1
I would be nice if the creek walk had better viewing for the eagles in the wintertime	1
I think thinking about the practicality of things like benches etc is important. If they were artsy, for example, that could exclude people depending on the height, style etc	1
I think the creekwalk needs to be resurfaced or remade from concrete. It needs better year-round maintenance. This is a pedestrian artery and it gets used a lot. In winter, people use it every day, frequently. It should always be passable. Investment in a similar pedestrian corridor from southwest to northeast, intersecting the creekwalk at the inner harbor, would be another real asset to the city. Imagine hundreds of residents from downtown, Franklin Square, Leavenworth, and the inner harbor being able to safely bicycle to the regional market and the baseball stadium... maybe even connecting to the trail to Mattydale. that is the kind of infrastructure people moving to the city require.	1



I think the big thing is just to bring people there. People need convenience. Would love to see everything tied in together so someone can park then shop, eat, go to a baseball game, etc. and not have to drive all over. Myself personally, would like to park one time and be able to access the area and only leave one time. I do not want to have to drive from location to location and constantly fight for a parking spot. Its a hassle, especially when you have kids to keep getting them in and out of the car.

1

I think the aquarium is a pretty good feature, it might supplement Rosamond Gifford in some way. What I'm thinking as a 20-something, is that downtown is starting to have some great bars/restaurants and accessible streets, but having the waterfront be a similar (and hopefully easily connected) destination is going to require some investment. But I would love to have these destinations similar to Pike's Place, Canalside, San Antonio River walks, etc. and I think that would make Syracuse much more livable and a great destination like other modernized cities. But we also shouldn't forget to play into our history and climate: we can modernize in a way that brings out the best of Syracuse's Erie Canal, immigrant populations, snowballs, music, and arts history. I think it would be much more vibrant than, for instance, having foreign developers come in and just put up luxury condos and business parks left and right in order to "modernize" for the few necessary businesses here. Thanks!

1

I think a soccer field would do nicely in that area, something that you attract youth teams or be used for amateur leagues. Both a grass pitch and paved street pitches.

1

I think a lot of these projects fail in follow-up and upkeep. We need to plan the whole thing out, not just a few parcels that are supposed to attract other development. We need to charge taxes so that we have money for improvements and maintenance down the line. Any incentives given need to happen after the project is built, not before we give them any public money. There is a clear need for a contractual timeline if developers fail to build, attract businesses or tenants, or don't pay taxes. Also magical luxury tenants are not going to pop into existence out of nowhere; rents need to be reasonable for residents of our actual city to live or have businesses in that area. We also should give priority to local owners and development and outright ban corporate real estate commodities ownership.

1

I still like the idea of an aquarium!!!

1

I moved to Syracuse in 1977. The Sunday paper had a large article speaking of the tremendous opportunities at the lake, loop the lake, waterpark, entertainment venues, swimming in the lake etc. The article suggested that it could all be completed by the year 2000. The article was met with a lot of sarcasm by those who viewed the area as a polluted mess. I hope we can continue to complete this vision. I would also encourage partnerships with local business to develop commercial opportunities around the park.

1

I live so close don't really utilize it. It does not feel safe. Seems so secluded. I love the changes that were made at the stadium. I love the market but you could add maybe some events on the weekends to the market and modernize it a bit.

1

I like all of the art ideas! And you've definitely inspired me to take a closer look at this area. Overall I really support this endeavor - our waterfront is such an asset and it's a shame that Destiny and the highways have taken up so much of it.	1
I hope these projects get launched. It'll be a major missed opportunity if nothing is done in these areas.	1
I hope future projects incorporate Syracuse's diverse neighborhoods, the Haudenosaunee (whose land we're occupying), and ensure the eagles' habitat is protected. I'm also opposed to the aquarium because I believe the funds should be used to directly support youth and marginalized populations.	1
I have never walked the creek walk simply because it does not feel safe to me. Violence and crime are a huge issue especially recently and at destiny USA close by. Lighting, signage, and ease of access are too much of an issue. I prefer to go to long branch park or Onondaga lake park.	1
I have great confidence that you will make good decisions. I hope the harbor will include an aquarium. Thank you	1
I believe sculptures is a better choice for the lakefront area since there isn't much wall space. Additionally I would support the addition of the COPS police cameras along the creek walk for added security	1
I am possibly for the aquarium as well....i think local improvements should be coordinate with all areas and a large attraction could make there area a mini vacation destination and add jobs and tax \$ for maintenance and sustainability	1
I am opposed to the aquarium. I would like to see the area developed more for residential and recreational green space than for an expensive structure that will cost a lot to build and to maintain and will add hard structure to the area as well as necessary parking lots. I would like to see more trees, i.e., more shade, more natural plantings, more green space for all to enjoy. It's relaxing to be by the water.	1
Hundreds of people come from out of state or other cities to view & photograph the eagles & other winter & spring birds at Onondaga Lake. I guess you are unaware of this? Definite tourism benefit which should be supported by leaving trees for birds to use, installing viewing areas/scopes and providing nesting areas.	1
<a href="https://raleighnc.gov/parks/pullen-park">https://raleighnc.gov/parks/pullen-park</a>	1

How about keeping some areas natural??? The whole lakeshore does not have to be developed. The lake is an IBA (important bird area). Let's leave some space for the birds and other wildlife. Fishing should NOT be promoted. The lake is cleaner, yes, but still unsafe to consume fish. The beach that was proposed on opposite shore is a TERRIBLE idea. More water quality testing needs to be done and results readily available to the public. Warning signs need to be erected at the Murphy's Island stupid dead-end trail. That trail is hazardous to your health - especially for children. Decisions need to be data-driven, not be pet projects of certain individuals.	1
Homeless have used creekwalk to relieve themselves when i was walking it to get from my work to the inner harbor, the space needs to be transformed with lighting and security to turn this around	1
Healthy lifestyle promotion is necessary to get locals out and using this amazing amenity. I run this area frequently but most people in Syracuse don't even know it exists.	1
Have to temper idealism with realism. Doubtful it would ever see much use. This whole idea is a waste of public money. Only younger city people will be interested in this area, not many people from the suburbs. Security is essential, families will not go if they don't feel safe. Should just improve all the other parks we already have instead. Reduce the parkway to two lanes and lower speed limit so it's not a speedway.	1
Handicap seating at picnic area	1
Great questions! Good luck!	1
Go big ! A multi purpose stadium primary used by the Syracuse Crunch. Capacity around 10,000. The arena could have several uses. Hockey, concerts, High School events, conventions etc. There would be ample parking and easy access. It's centrally located. You have Destiny mall and several other businesses would follow. If you've ever been to the Inner Harbor in Baltimore, it's a hotspot. Restaurants, bars, shops and would tie in nicely with the proposed aquarium. The War Memorial is 70 years old and will be used as a backup and will never be changed, its a sacred building. Naming rights would be in the millions. If NYS can invest nearly a billion dollars for a new football stadium in Buffalo, they should be able to invest in a new arena for Syracuse. A win win for CNY !!	1
get rid of invasive species, hold events at inner harbor like taste of syracuse and festivals to make it more known and encourage frequent use to deter bad behavior.	1
Generally speaking, more restaurants/bars/bakeries/coffee shops would be great to have in the area, along with some kind of brick and mortar grocery store. There are too many residential buildings (and businesses) in the area—with more coming—to have so few options.	1
Food trucks, benches, increased seating, more trees, additional green space	1

Focus on waterfront restaurants that are NOT in CNY like Joe's Crab Shack, Bahama Breeze, In N O ut Burger, etc which would make the Inner Harbor a unique dining area. Scott Miller Baldwinsville, NY Syracusefan@icloud.com	1
Explanation of why I chose NO for the safety Creekwalk question: I love the Creekwalk but I do not feel safe going on it alone or only with my dog. I will only go on the Creekwalk when I have another person with me.	1
Emergency buttons along the path like the blue light system you see on college campuses	1
Don't screw this up and hand over the development of this area to some nepotistic, ulcerating nightmare like the old Lakefront Development Corporation or that fart in the wind aka The Near Westside Initiative. This community embraces generational drudges and chases off creative newcomers. Bring in some new blood and embrace their ideas and support their efforts. Build things that will engage and connect the community but remember that there is a special place in Hell for the dimwitted who propose digging up the Erie Canal. It's not Venice. It's a massive brownfield, so leave it be.	1
Don't induce demand for more cars/parking. It will only congest and suffocate the new area. focus on bike infrastructure instead and maybe a large parking garage. The farmers market area is perfectly situated for being a biking hub. Utilize the lake view as much as possible	1
DO NOT COMPLETE TRAIL THROUGH MURPHY'S ISLAND!!!	1
Definitely add the aquarium and consider a botanical garden.	1
Creative crosswalks as a way finding tool would be nice. It can be a little confusing at times but the creekwalk is a wonderful amenity in Syracuse.	1
Covered bike parking would be very helpful plus a bike repair station (such as those found on trains in Minneapolis).	1
Connecting the inner harbor area with destiny with nbt will create an area where people can spend their time (and money). It needs to be a safe area.	1
Clean up the damn trash! Thank you	1
City Pass/discount for amenities to residents. Were poor in the city. It's always been a bad rub for me when I go on vacation somewhere and the tourists are enjoying all the attractions, and the locals are panhandling, begging, and watching from afar.	1
Build the aquarium	1
Build a pedestrian bridge over the railroad tracks behind the mall to view eagles	1

Bring some work for the art community of Syracuse it needs nourishment for the people that actually live here there is not much hope!	1
Bring back live music!	1
Bike racks: staples, please. They can be artistic, like some downtown, including by the Erie Canal Museum, but they should be functional. The examples of modern and artsy ones pictured don't look functional. Trash: I chose modern because there was a place for trash (landfill) and a place for recycling. But the example is quite unsightly. The look of the traditional is acceptable, if there could be a recycling option. The artsy example is not artful. A good example for this would be the trash cans on Westcott Street. Public art: Why can't we have a variety? I picked murals, but I would also like creative crosswalks. And sculptures could be good.	1
Better to give up on pumping any more limited resources into this area. Should improve existing Onondaga Lake parks and the parkway instead. No one wants to be near the most polluted area of the lake and a sewage treatment plant. Thank you.	1
At the current end of the creekwalk, swing benches would be fantastic. This autistic adult would be happier than a clam to have that sensory stimmy experience while watching the Eagles as the sun sets.	1
As for the waterfront because of the pollution it may not be wise to swim & I would use caution if boats would be in the inner harbor but the tent there now is cool but benches & bike parking all great additions along with crosswalks!	1
Aquatics center, 50 meter pool	1
AQUARIUM ADD ON	1
Aquarium	1
Any plans for types of businesses with shared parking schemes to improve viability of new development while minimizing impact and real estate of the area.	1
Annual events such as a major fine art/crafts event that people purposely put on their calendar each year because they know when it will be. Plan these events to coincide with events such as Syracuse Nationals, SU events, State Fair...give non locals a reason to come to and spend several days in a row in Syracuse. This increases revenue at local establishments as well.	1
All of the public art options should be considered.	1
All of the public art ideas should be incorporated, and local artists should be commissioned to do these projects, including the bike racks, trash cans, etc. This seems to have been done in the Westcott neighborhood and the same approach should be applied here.	1

All of the above ideas are exciting. I think with the unfortunate state of the area, Safety is a huge concern. Which brings us to lighting. I think the K9 patrol would be a nice addition to the outdoor area.	1
All forms of public art mentioned should be included. Utilize the large blank walls that underneath the overpasses for murals and sculptures. Eye catching crosswalks should be used throughout the area helping create a sense of place and identifying the area as a destination. Again, encourage the development of residences and commercial spaces (ideally bars and restaurants) but also create quality of life experiences such as the aquarium and kayak/boat rentals that can be enjoyed by people of all ages. Ensure that the area is accessible by transit, bikes, and walking and discourage the abundance of parking lots that currently dot the area. All developments should ensure that green designs and permeable pavements are used wherever possible to help improve water quality.	1
affordable or free space for small businesses, craftspeople and artists. Artists working outdoors in the summer so people can watch them create.	1
ADA compliance is LAW, not a convenient option! Bathrooms with composting toilets. Well identified parking lots, preferably with GPS-able identifiers so we don't have to drive around and around, figuring out where/if we can park. Thank you for this. We *want* to take advantage of Inner Harbor, if there were bathrooms and easy parking which older and disabled people could use the spaces safely.	1
ADA compatible business & walkways. also the traditional picnic table above the bars connecting seating to tables isn't safe-easy for any ability to fall over. scooters & wheelchair access for disabled & elderly. Environmental & Green Friendly education. As well as assistance, education & promotion of composting, recycling-reusing-repurposing & transitioning to green friendly utilities. another idea-program that teaches bike riding & safety & one that also teaches bike maintenance-when adults/kids take time to go to classes as well learn bike maintenance it also helps them learn be more careful & responsible.	1
A camera system along the Creek Walk would go a long way toward making people feel safer.	1
1) I have a vision of the inner harbor being lined with bars, restaurants, and parks. It could be a family destination by day and a nightlife destination after dark. Rooftop dining! 2) My philosophy is LOW MAINTENANCE. As a resident who uses all of these areas often, I would rather have something that looks decent for a long time than something that looks awesome but then quickly falls into disrepair/neglect.	1
- Would love to see more riparian restoration along Onondaga Creek, including cleaning up litter, managing invasive species, and establishing native plantings. - Improvements to Onondaga Creek viewing site #4 (not the best showcase of our beautiful creekwalk and creek)	1
-	1

Answered: 145 Skipped: 276



City of Syracuse

## LOCAL WATERFRONT REVITALIZATION PROGRAM

Public Workshop #3 (Virtual)

November 30, 2022 @ 4:00 PM

### MEETING SUMMARY

The purpose of this meeting was to obtain feedback from the public regarding their thoughts on waterfront revitalization projects in various focus areas in the Waterfront Revitalization Area (WRA).

#### Boards

The feedback received for each focus area is summarized below:

#### Project 1:

What do you like about this project?

- Looks great as proposed
- Non-vandalized lighting along walk
- Improved lighting looks great
- Looks great as proposed
- Improved visibility – safety improvement
- Eliminates or reduces a dead spot in loop the lake from Hiawatha to Parkway
- More lighting under bridge, cameras
- Improves poor visibility for bike, ped, and drivers.
  - o Drivers fly through without looking
- Safe run/walk trail
- Lighting improvements!
  - o Use some neon
- Lots of light needed!

What would you like to change about this project?

- Invasive tree/shrub control on this side of water for 100' from bridge southward
- Add angled benched to allow for shaded seating but discourage lounging
- Make sure walkway has marked bike lane
- Avoid use of anti-homeless architecture (+1)
- Can you create a winter path to Destiny to view the eagles?
  - o Cool idea!
- Utilize local artists, perhaps from the Gear Factory and on, to develop a thematic approach to public art



- Increased use of lighting or creation of it by mirrors or other tech
- Bike parking, use permeable pavement + reduce pavement as much as possible
- Flood water absorption
- Instead of clearing vegetation, plant native species for riparian habitat for birds!
- What will the signage be about? Will it educate visitors about the natural history / environment and indigenous history?

### Project 2:

What do you like about this project?

- I like the concepts for vegetation of low grasses plus shade trees. Good for visibility
- I like having a place to rest and look at the lake at the end of the trail
- Love it, what's the hold up?
- Creative use of large boulders to make the terrain both visually interesting, but useful for sitting down
- Fixing the crumbling wall in lake
- Natural features for seating
- I like completing the Loop the Lake trail and making it safe for pedestrians
- Seating, vegetation, natural design
- Rock "staircase" steps are so fun

What would you like to change about this project?

- EXTEND!! Impossible walk or bike to Liverpool
- Fishing access requires fish consumption advisory signs, Fish in the lake still have unsafe levels of mercury + PCBs.
- Fishing...really? Seems ill advised.
- NO fishing – use Dept. of Health advisory language
- Add lighting for improved safety
- What is being done to see /protect the eagles Jan – May?
- A path thru Destiny Parking Lot to the 2<sup>nd</sup> tier Macy's parking lot would be great!
- What is happening to the railroad?
- This needs fishing access
- Cameras
- Sound barrier between lounge & RR tracks
- Flood / high water resiliency
- More natural shoreline to create habitat
- Lighting, native plants / landscaping, nature-based shoreline to extent possible (+1)
- Return Murphy's Island to Onondaga Nation

### Project 3:

What do you like about this project?

- Platform with slope may be better for public safety as people cant sit in dark down by water but seating of others is good
- Love the kayak launch

- Like the boat launches (+1)
- Natural look + water access
- Kayak / canoe access
- Water access
- Stepped water access + wayfinding
- Water access!

What would you like to change about this project?

- Vegetation control may be more difficult for the concept with slope to water
- Native plant habitat
- Include a boat launch with wheeled launch system (like in the Liverpool inlet launch)
- Bicycle repair station (+2)
- Where are cars accommodates to bring boats to launch?
- Fishing line collection (+1)
- Cameras
- Wheelchair charging stations should be added!
- Natural shoreline; native plants / meadowed riparian area. Replant native trees to replace those taken down for view purposes. (+1)
- Native plants vegetation (+1)

#### Project 4:

What do you like about this project?

- Low cost
- Looks nice! Needs to be monitored / maintained more regularly
- Lighting + light maintenance
  - o This is important for all components of the project and is my biggest concern. There has to be a generous budget & specific plan to keep the areas safe, clean and beautiful!
  - o Trail surface is due; this is great! (+1)
  - o Public art!

What would you like to change about this project?

- Add mileage markers for runners
- Accessibility for people of all ages + abilities
- Edible gardens / fruit trees
- Addition of public art and creating seating
- Marketing of creek walk / coordinated branding and trail maps throughout corridor
- Only remove invasive species. Try to maintain as much vegetation as possible. (+1)
- #1 coming down from highway to parking lot + trail—signage directions + garbage all along path
- Too much public art
  - o Where is it coming from?
- Armory Square to continuation south to Kirk Park is difficult to figure out. (+1)
  - o I agree. Better signage to the continuation would help

- Online site to advertise + explain resources
- More restrooms
- Cameras; lights under bridges
- Murals / art / color on underside of bridges / bridge piers
- Add open play / recreation space just north of Bear St. bridge – regrade grass area
- Remove & manage invasive vegetation; improve habitat for wildlife – eg waterfowl (+1)
- Signs to education people about the environmental / Onondaga Nation history
- Instead of removing vegetation, make native plant habitat

#### Project 5:

What do you like about this project?

- Connections are great idea! More waterfront for everyone.
  - o Ditto
- Yes! More paths! Access + visibility for more people – please add trashcans (empty + pick up trash)
- Love the art
- Like the loop from Destiny back to the Inner Harbor
- North side of Hiawatha switchback is great
- Finishing the loop around the inner Harbor is awesome!
- Connections! And public art
- Connectivity, public art

What would you like to change about this project?

- Connect to Regional Market / Corridor to Market
- Emergency call stations
- Consider connection to street-level entrance(s) Destiny USA
  - o Yes! Working to build ped/bike connections to entrance to mall through travel lanes + sidewalk landscaping + bike parking
- More restrooms (that are open)
- Boke + pedestrian infrastructure needs to be physically separated from car travel lanes
- Recycling receptacles
- Signs education people about environmental / indigenous history (TRUE sense of place / placemaking)

#### Project 6:

What do you like about this project?

- I really like the connection to Liverpool & Regional Market – there are always people on foot around there and its not safe. Having this dedicated path would really help
- The Park Street road diet
- Like the idea of being able to walk/bike totally around Onondaga Lake; like including Regional Market.
- To hopefully eventually Liverpool – I have walked + biked from Liverpool to Syracuse – it's hell along Canalway + crossing highway – 2 highways to cross basically – Liverpool

non accessible to anyone but cars – bus runs every 3 hours + dangerous to walk or bike, except long way around lake. Minimum – safe crosswalk – transportation center

What would you like to change about this project?

- Use + reference complete streets policies & guides to enhance ped. Walkability along Park St.
- Add dedicated parking for creek walk & Regional Market. Could bring a lot of business to this area once it sees more development!
- Ensure this and other trail projects function for commuting, daily transportation in addition to recreation
- Creating an alternative winter route through Destiny parking lot would help save Eagles + Destiny (+1)
- Return Murphy's Island to care of Onondaga Nation (or at the very least consult them + involve them in these plans)
- Reference SMTC's 2020 RTC-Market Area Mobility Study, 2013 Bicycle Commuter Corridor Study" (+1)
- Only auto traffic can get to Liverpool. Make travel safe for walkers + bikes
- Develop the empty lot—people won't walk there if it looks sketchy and underdeveloped. Well-lit, public area, maybe a community space?
  - o Putting peds in very car centric place, not very inviting / not pleasant place to be
- Year-round access to create safe travel for bikes & peds
- 6' sidewalk on west side of Park St with 4' protected bike lane
- Create a connection to the Ska-nonh Center! Fantastic space, underutilized and hard to find. Better signage needed.

#### Project 7:

What do you like about this project?

- Development of community space in warehouse
- Pop up programming! Consider: hammocks; ADK Chairs; see Canalside in Buffalo as example
- Love the pedestrian bridge (+1)
- Use of Harbor infrastructure for increased access / gathering places
- Reprogrammed use of existing Inner Harbor; new ideas for nature vs. use

What would you like to change about this project?

- Dredging so the access to the Inner Harbor from Onondaga Lake marine by boat can happen.
- Repairs + maintenance to the lighting + power needed by boats docking overnight.
- Stages for music, concerts, festivals in the Inner Harbor
- Rentals for kayaks, bikes, etc. are needed.
  - o Plus kayak / canoe launch (+2)
- Any thought of winter time use. Create hills for sledding? Families would love.

- Or other "Winter Lodge" style pop-ups, ice skating, fire pits, etc. (See Winter Mission @ City of Buffalo for example)
- May be a good place for Farmers Market
- Allow DJs to rent warehouse for raves – this could be a great place for renewed nightlife.
- Nix the aquarium. Instead, build a museum teaching the history of the area and more importantly Onondaga Nation / indigenous people (+2)
  - Agree – Boston aquarium had to support fundraising maintenance, research \$\$\$ Consider how to maintain an aquarium
  - Or make botanical garden or something else free and more publicly available
- Reduce impervious pavement with landscaping + permeable paver / pavement options
- Landscaping = native plants
- Eliminate the weird pedestrian bridge – maintenance nightmare (+1)
- Something for kids, teens
- Bike racks/lockers
- Bike parking
- Decommissioned naval ship
- Public restrooms that are open (+1)
- Flood planning for the historic warehouse
- 

#### Project 8:

What do you like about this project?

- The new look is great. Extra bike lanes + pedestrian will be an added benefit to attract more
- The bike lanes are located between the sidewalk and road with a grass barrier separating it farther from cars. Optimal bike safety!
  - Yes, like they have in D.C.
  - I agree. Separated bike lane. Plus this will enhance ease of bike travel thru all sections of Syr/Onondaga County
    - Yes! Needs to be safe + available to families
- Great environment to build / attract more!
- Nice curb extensions!
- Ped + bike enhancements
- Designs make it look like a city again!

What would you like to change about this project?

- Add more parking
  - No. Maybe just better connect the area to unused Destiny lots
- Add scooter / bike stations with signage so people know how to rent / use them
- Find a way to separate utility ways and tree rooting areas
- Consider options to re-route 81/690 with traffic off Hiawatha to prevent neighborhood backup & Lakeview Amp. Concerts
- Trees → Native species = habitat for native songbirds
- Signage = info about environment/natural history + indigenous history

- Put streets on a road diet – make sure to use strong visual cues like stamped concrete
  - o Rain gardens / trees in curb cuts for stormwater management + street cooling
- Street will need commercial activity – right now it is a bit dead with no good reason to walk down improved bike corridor!

#### Project 9:

What do you like about this project?

- Enhancements will encourage local neighbors to love their neighborhood and experience it safely
- Solar St. – trash cans + pleas plow snow from sidewalks on both sides of street
- It is nice to include the aquarium. It could really be an anchor for this area.

What would you like to change about this project?

- Segregate utility mains from “rooting” areas for trees.
- Avoid shared biking roads – bikes should have their own separate lane (with an elevated buffer if possible) – an increase in bars and restaurants in the area will mean more impaired driving. Keep bikes safe with their own separated lane (+2)
  - o + bike lanes linked to network
  - o Shared biking is great on low traffic local streets. Both Clinton & Solar have been identified as roads to alleviate in I-81 plan. NEED separate facilities.
- No sharrows!
- Remove street parking on one side to accommodate separated bike lane
- Need to add bike parking where appropriate to access parks + businesses.
- 

#### Project 10:

What do you like about this project?

- Trail head parking
- Exciting improvements! Maintain “neighborhood scale” commercial development.
- Parking near the iconic Loop the Lake Trail Bridge is needed, great addition!

What would you like to change about this project?

- This property given its location (Hiawatha frontage) and Brownfield status should be considered for commercial development
- Try to keep the crumbling structures, and let visitors observe how nature takes over. What will she do with it? (she’s creative)
- Add a destination location for bicyclists from all over.
- New velodrome! #bikesyr
  - o Only of its kind in region (200 miles)
  - o Connection to Empire State Trail + Creekwalk
  - o Multi-use
- No development sites.
- 30% tree canopy goal

- Reconstructed wetland; prioritize native plants + ecosystem process (+1)
- Does price tag include remediation (noted as required)? How can trails be planned before remediation? (+1)
- Syracuse has a history of taking back industrial wasteland with nature, remediation and safe trails. Let's do it again.
- Consider improvements to odor control at Metro Plant. (+1)
- Visual buffer between trail/bridge and Metro WWTP
- Denser development = more resilient = neighborhood activation
- Given the water treatment plants' proximity, is this a priority?

### Project 11:

What do you like about this project?

- The focus on economic development of the regional market – visually, it's depressing, which turns people off from the area and hurting local businesses. I like the addition of recreation and education spaces.
- Love the variety of different entertainment.
- NBT should fund some of this – more fans will likely attend Mets games
- Like that we're filling in car centric destination, but we can go further!
- This is the growth area I have been waiting for right here – Northside and blocks connected to ball park. Market, etc.
- Safe street crossing for bikes = walkers
- Enhances public space from parking lot landscaping
- Really appreciate the pedestrian improvements for the Regional Market

What would you like to change about this project?

- Complete Streets
- It needs to be people-centered and walkable (i.e. not another strip mall). Car should be put into making it visually pleasing and inviting to those on foot/bikes (+1)
  - o Agree. Way too much parking
- Corridor to Regional Market from Creekwalk + Loop the Lake
- Bike racks for market access
- Don't mess with my access to the Regional Market! Parking is crazy on Saturday.
  - o Valid. Have tiered growth plan to accommodate more parking in same square footage
- Reduce pavement – redirect car traffic away from sheds to reduce ped/car conflicts
- 30% tree canopy goal for entire site
- Continuous 10' wide planting medians with no end carps for ease of plowing
- Create engaging + walkable, well-lit spaces during infill development. Take advantage of indoor/outdoor seating (think "parklets") in good weather times + possibility of roof decks?
- Neighborhood corridor entrance/connections (ped/bike) from Washington Square Neighborhood
- Shared parking between stadium – Market to reduce pavement

- Engage residents living directly in adjacent to this area – get their input
- Please reference SMTC’s 2020 RTC/Market Area Mobility Study; 2022 US 11 Mattydale Mobility Study; 2013 Bicycle Commuter Corridor Study
  - o City of Syracuse BOA Study (+1)
- Combine with access concepts of projects 6 + 8
- Public restrooms
- Bike parking
- This spot used to be saltmarsh wetlands. Restore some of the beautiful native species (e.g. Saltmarsh goldenrod) in spot currently overgrown with invasive phragmites; I’d love to see some native species incorporated into the design
- Is this area flood-ready?
- Connect with other revitalization projects on the north side – N. Salina & Wolf St. (+1)

### Project 12:

What do you like about this project?

- Strengthened opportunity for ecosystem services
- Those inland trails are great! That trail is packed so getting walkers & pets on those side trails would be great
- Wildlife habitat, environmental interpretation

What would you like to change about this project?

- The deck over the water could be removed and the land used instead. Reduce future maintenance + save money
- Access to this property is available on a track running parallel to I-690. Additional access is available under I-690 from State Fair Blvd on a road running parallel to RR tracks. This property could be used for multiple parks or commercial uses [unknown] encouraging more access to Onondaga Lake
- Native plants and signage about them (+1)
- Keep the docks unobtrusive.
- No fishing—use DOH approved advisory signage
- This is the general area of [unknown] trails throughout this property coupled with open space is likely to invite walking, picnicking, frisbee, etc. on the site – active uses that are not considered in the remediation. Remember there are [unknown] here under 1’ of soil.
- With the new bridge, people have visible access. Keep it natural with planting that encourage wildlife
- Needs to include fishing access, this is good fishing area.
- Ditch the pier – spend that money on landscaping plants/ped + bike infrastructure and other quality of life + environmental improvements (+2)
- Red: Don Thompsons book – The Golden Age of Onondaga Lake Resorts (Iron Pier)
- 30% tree canopy goal (+1)
- Plant more cottonwoods for eagle perch / roosting / foraging (+1)



Project 13: Waterfront Brand Initiative

Do you support this project?

YES: 23 | NO: 1

Project 14: Tourism Campaign and Strategy

Do you support this project?

YES: 14 | NO: 1

Project 15: Signage and Wayfinding Plan

Do you support this project?

YES: 22 | NO: 1

## SYRACUSE-ONONDAGA LAKEFRONT AREA LWRP: SURVEY #2 SUMMARY

The Syracuse-Onondaga Lakefront Area LWRP Survey #2 was available from December 21, 2022, through January 31, 2023. The survey captured the community's feedback on the 15 proposed projects for the LWRP, and offered the chance for respondents to select the top three projects they think would be the most transformative for the Waterfront Revitalization Area. The survey received 291 responses. A summary of responses to each question is below.

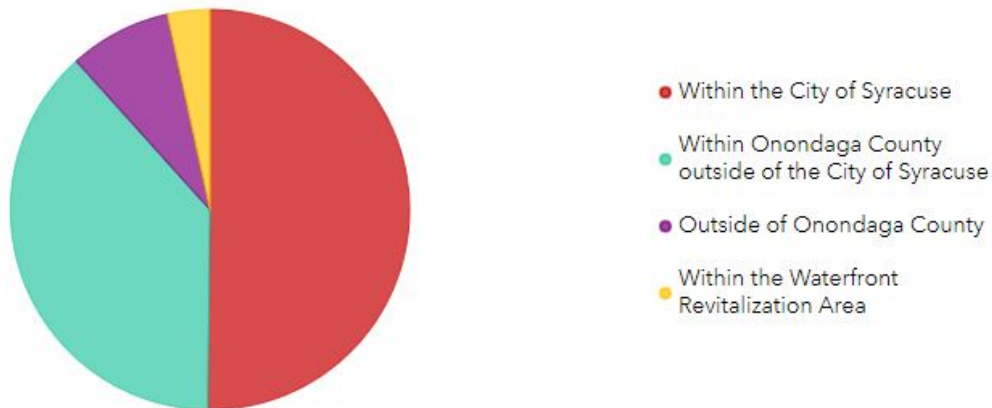
### Overarching themes – the following themes are present throughout in survey responses throughout the majority of listed projects:

- Include Onondaga Nation in decisions
- Aquarium project seems unpopular
- The need for public restrooms
- Installation of bike racks and trash receptacles
- Areas of play for kids

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## RESPONSES

### Tell us where you live.



Answers	Count	%
Within the City of Syracuse	146	50.17%
Within Onondaga County outside of the City of Syracuse	111	38.14%
Outside of Onondaga County	24	8.25%
Within the Waterfront Revitalization Area	10	3.44%

## **Project #1: TRAILHEAD IMPROVEMENTS UNDER HIAWATHA BOULEVARD**

*What do you like about this project?*

Main Themes:

- Enhances walkability – Human-centric design
- Improves safety with new features (lighting, cameras, improved paved surfaces)
- Vegetation clearing – opens viewsheds and
- Cleanliness – cleans up the space
- Feels welcoming
- Aesthetically pleasing
- Addition of seating
- Public art – make sure art is from local artists
- Easier access to the spot
- Improved signage
- Improved parking access
- Native plantings / improved greener

*What would you change about this project?*

Main Themes:

- Actively work with and honor Onondaga Nation
- Upset to see no money dedicated to cleanup activities, sustainability infrastructure
- Too much pavement / not enough green space
- Public art seems like a waste of money; Instead of art, use money for improving landscape and trails
- Work with Onondaga Nation for art
- Project doesn't seem worth the money
- Public safety concerns – lighting, security officers
- Better lighting all day
- Garbage cans / pet waste stations
- Parking – is it necessary?
- Water fountains should be installed

## **Project #2: LAKE LOUNGE TRAILHEAD**

*What do you like about this project?*

Main Themes:

- Improved water access
- Use of natural elements in design
- Seating areas
- Safety features like cameras and enhanced lighting
- General positive and negative comments (“everything” / “nothing”)
- Aesthetically pleasing
- Looks Inviting
- Improved signage / interpretive signage
- ADA accessibility

- Enhanced recreational opportunities – fishing, water access

*What would you change about this project?*

Main Themes:

- Actively work with and honor Onondaga Nation
- Give Murphy's Island back to Onondaga Nation
- Public safety – more lighting needed, feels isolated
- Safety features near the rocks to prevent slipping / falling
- Too expensive for what it is
- Need to know specifics of interpretive signage
- Needs more shaded areas
- Protect eagle habitat on Murphy's island
- Make sure native plants are used

### **Project #3: TRAILHEAD IMPROVEMENTS AT W. BEAR ST**

*What do you like about this project?*

Main Themes:

- Improved water access
- Vegetation removal – opens viewsheds and feels safer
- Boat launch / recreational opportunities
- General positive and negative comments ("everything" / "nothing")

*What would you change about this project?*

Main Themes:

- Actively work with and honor Onondaga Nation
- Some respondents said they wouldn't change anything
- Parking concerns – is there enough? Is it close enough for carrying car-top boats?
- Upgrade boat launch to be accessible / smaller grade for easier access for less able-bodied people
- Too expensive
- Security and lighting need to be enhanced
- Lake pollution – encouraging access via cartop boat is unsafe. Easy access may also encourage swimming
- More trash cans are needed
- Doesn't preserve enough nature
- Don't remove too much vegetation – keep the area as natural as possible

### **Project #4: CREEKWALK ENHANCEMENTS**

*What do you like about this project?*

Main Themes:

- Improved safety features – cameras, lighting, increased visibility
- General positive and negative comments ("everything" / "nothing")

- Trees and greenery
- Installation of trash cans
- Trail repair – helps with ADA accessibility, improves bike access
- Proposed public art / murals
- Educational signage

*What would you change about this project?*

Main themes:

- Actively work with and honor Onondaga Nation
- Some respondents said they wouldn't change anything
- More seating should be installed
- Vegetation management plan
- Public safety – security, lighting, cameras
- Too much pavement
- Trail is already nice – doesn't need improvements
- The public art distracts from nature
- Cost of project is too high

## **Project #5: NEW CREEKWALK CONNECTIONS**

*What do you like about this project?*

Main Themes:

- Enhances trail network
- Improved public spaces
- Public art
- Maintains / enhances public access on both sides of creek
- Improves connectivity
- Increases accessibility of trail network for all users
- Promotes use of Inner Harbor area
- Encourages use of trail loops
- Bike-only paths are great
- Installation of Trash cans

*What would you change about this project?*

Main themes:

- Actively work with and honor Onondaga Nation
- Some respondents said they wouldn't change anything
- Will there be enough restaurants / commercial spaces nearby to support increased use of trail?
- Too expensive
- Traffic crosswalks and lighting improvements
- Too much pavement
- Public safety concerns
- Long-term maintenance
- Too much development along creek – taking away too much nature
- Increase connectivity to CNY Regional Market area
- Improve parking access to trails

## **Project #6A: LOOP THE LAKE TRAIL**

*What do you like about this project?*

Main Themes

- Completes the loop on the Loop the Lake trail
- General positive and negative comments (“everything” / “nothing”)
- Increased connectivity
- Favorite proposed project
- Increases access to recreational opportunities throughout entire Loop the Lake trail

*What would you change about this project?*

Main themes:

- Actively work with and honor Onondaga Nation – Murphy’s Island is supposed to be given back to Onondaga Nation
- Disrupts eagle habitat and other wildlife
- Some respondents said they wouldn’t change anything
- Think about future programming of loop
- Parking access – will there be enough close by?
- Murphy’s Island and lake is too polluted
- Too expensive
- Public safety – pedestrian crossings, cameras, lighting, emergency call boxes
- Funds should be used to clean up existing parks, not create new ones
- Crossing Park Street traffic is major concern for cyclists and pedestrians

## **Project #6B: LOOP THE LAKE PARK STREET TRAIL CONNECTOR**

*What do you like about this project?*

Main themes:

- Wider walkways
- Traffic calming measures
- Improved pedestrian access and crossing
- Improves public safety – lighting, road diet
- Improves trail access
- General positive and negative comments (“everything” / “nothing”)

*What would you change about this project?*

Main themes:

- Actively work with and honor Onondaga Nation
- Some respondents said they wouldn’t change anything
- Public safety – lighting, not enough security cameras
- Add bike lanes
- Too expensive
- Unclear if sidewalk is a multi-use path or for pedestrians only
- Add flashing pedestrian-activated cross walk signal or something to make pedestrians feel safer

- More greenspace / color
- Barriers / bollards between sidewalk and road

## **Project #7: INNER HARBOR PUBLIC SPACE IMPROVEMENTS**

*What do you like about this project?*

Main themes:

- Opportunity to attract people to the area
- Spurs economic development
- Reactivates Inner Harbor
- Connectivity / new walkways
- Reuse of historic warehouse
- Active programming / opportunities for programming
- Utilizes piers
- General positive and negative comments (“everything” / “nothing”)
- Enhanced pedestrian spaces
- Enhanced lighting

*What would you change about this project?*

Main themes:

- Actively work with and honor Onondaga Nation
- Aquarium is unpopular
- Long-term maintenance needs to be considered
- Can this be used year-round? See Canalside in Buffalo
- Restrooms are necessary
- Public safety & security
- Some respondents said they wouldn’t change anything
- Transit connections
- Parking access
- A few comments said the new walkway across the water is unnecessary
  - Can kayaks fit under walkway?
- Too expensive
- A few comments saying don’t move the warehouse

## **Project #8: HIAWATHA BOULEVARD AND WEST BEAR STREET STREETScape ENHANCEMENTS**

*What do you like about this project?*

Main themes:

- Increases walkability
- Leverages new apartments being built
- Makes biking safer and more accessible
- Will attract more business / life to underutilized area
- Pedestrian safety
- Improved signage

- General positive and negative comments (“everything” / “nothing”)
- Enhances connectivity to Regional Market
- Public art is great
- Aesthetically pleasing

*What would you change about this project?*

Main themes:

- Actively work with and honor Onondaga Nation
- Some respondents said they wouldn’t change anything
- Limits vehicle access – concerns about too much traffic with 81 coming down
- Too expensive
- Improvements seem isolated without other development nearby
- Safety cameras
- On street parking is unnecessary
- Bike racks should be installed
- Public art will be too expensive / unnecessary
- More greenery needed

## **Project #9: STREETScape ENHANCEMENTS**

*What do you like about this project?*

Main themes:

- Resurfacing and restriping road is very much needed
- Improved bike access
- Trees and landscaping
- Encourages multi-modal use
- Increases pedestrian safety
- ADA accessible crosswalks
- Pedestrian friendly
- Opportunities for new development
- Improves access to downtown

*What would you change about this project?*

Main themes:

- Actively work with and honor Onondaga Nation
- Would slow down traffic
- Missed opportunity for dedicated bike lane – no sharrows
- Too expensive – money should be invested where people are living
- Trash receptacles / pet waste stations
- Some respondents said they wouldn’t change anything
- Public safety in neighborhood
- No need for public art
- No metered parking – parking should be free



## **Project #10: ROTH SITE DEVELOPMENT**

*What do you like about this project?*

Main themes:

- Transformative infill – turns an Roth Site eyesore into a beautiful park
- Trail connectivity / access
- Green space
- Parking is needed and welcomed
- Remediation / brownfield cleanup of area
- Potential for future development

*What would you change about this project?*

Main themes:

- Actively work with and honor Onondaga Nation
- Some respondents said they wouldn't change anything
- Too much pavement
- Site is toxic → is this safe?
- Too expensive
- Proximity to water treatment plant is a concern (odor)
- Public safety concerns (lighting, security, etc.)
- Ensure site is properly remediated and safe before developing
- Too much parking
- Restrooms are needed
- Shade structures are needed
- Solar panels on roof of shelters to create green project
- Doesn't seem like a priority

## **Project #11: CREATION OF A MIXED USE ENTERTAINMENT HUB**

*What do you like about this project?*

Main themes:

- Pedestrian and cycling accessibility and amenities in Market and Stadium area
- Improves area around transit area
- Good use of space
- Improved signage
- Streetscape improvements for safety
- Some respondents said they wouldn't change anything
- More green space
- General positive comments "Great idea"
- Makes NBT Stadium feel connected to other areas
- Feels like this will draw people to the area

*What would you change about this project?*

Main themes:

- Actively work with and honor Onondaga Nation
- Some respondents said they wouldn't change anything

- Seems unnecessary – already have many entertainment venues
- Needs better connectivity to surrounding neighborhoods
- Too car-oriented
- Public safety (security, cameras, etc.)
- Not enough pedestrian access
- More bike racks for market and train station
- Not enough parking
- Too expensive
- Area doesn't seem activated enough to justify this project
- Regional market issues need to be addressed first (raising rents, leaving tenants, not enough parking, etc.)
- Connectivity to neighborhood and downtown could be improved

## **Project #12: ENHANCEMENTS TO ONONDAGA LAKE PARK**

*What do you like about this project?*

Main themes:

- Improves access to water
- Improving an underutilized site
- Creates additional recreational area
- Walking paths and trail improvements
- Improvements for Loop the Lake trail
- Aesthetically pleasing
- Restoring natural landscapes
- Birdwatching opportunities
- Keeping area natural
- Improves pedestrian access
- "I like it" / "All of it"

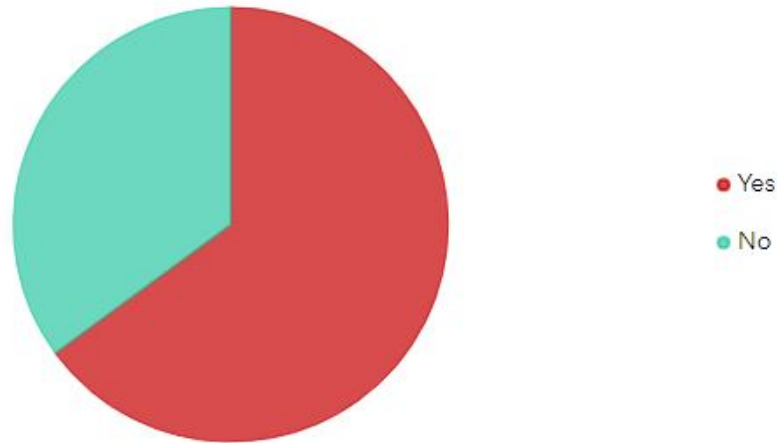
*What would you change about this project?*

Main themes:

- Actively work with and honor Onondaga Nation / Land should be returned to Onondaga Nation
- Trash receptacles needed
- Let land return to natural ecosystems
- Keep as natural as possible and don't disturb bird populations
- Parking access should be improved
- Traffic noise from 690 is a concern
- Public safety (cameras, lighting, security)
- Lake is too polluted
- Restroom access needed

## Project #13: WATERFRONT BRAND INITIATIVE

### Do you support this project?



Answers	Count	%
Yes	137	47.08%
No	74	25.43%

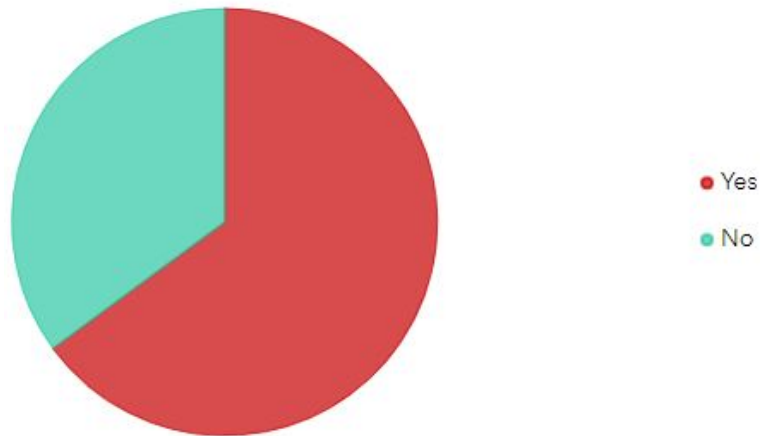
#### *Why or why not?*

##### Main themes:

- Waterfront isn't cleaned up yet
- Yes but branding needs to be clear due to three trail systems (Loop the lake, Empire State Trail, etc.)
- Need to know what branding will be before backing project
- Onondaga Nation needs to be actively involved and engaged
- As long as branding honors Onondaga Nation and history
- Waste of money / unnecessary
- Will make the area feel more cohesive and give it an identity
- Promoting area will bring people in
- Least expensive proposal
- Creating a "visual directory" of waterfront, trails + amenities would be very helpful
- Is an erasure of indigenous identity
- Branding will be lost on many
- Simplicity is key when creating waterfront brand
- Good investment for the future of the WRA

## Project #14: TOURISM CAMPAIGN AND STRATEGY

### Do you support this project?



Answers	Count	%
Yes	137	47.08%
No	74	25.43%

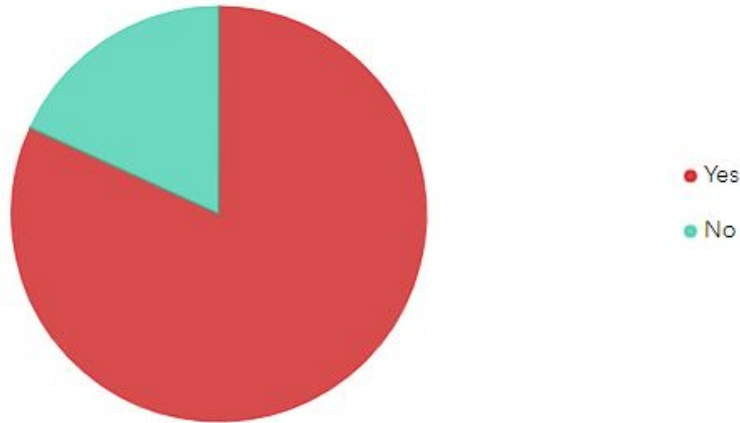
#### *Why or why not?*

##### Main themes:

- Promoting the area is a great idea
- Marketing is very important to get the word out
- Will draw people to the area
- Waste of money
- Visit Syracuse should be doing this
- Too soon to think about this – need to implement improvements first
- Too expensive
- Will bring visibility to new programming and amenities
- Need input from Onondaga Nation before supporting this (or any) project
- Will bring money to the area
- This should be combined with project #13

## Project #15: SIGNAGE AND WAYFINDING PLAN

Do you support this project?



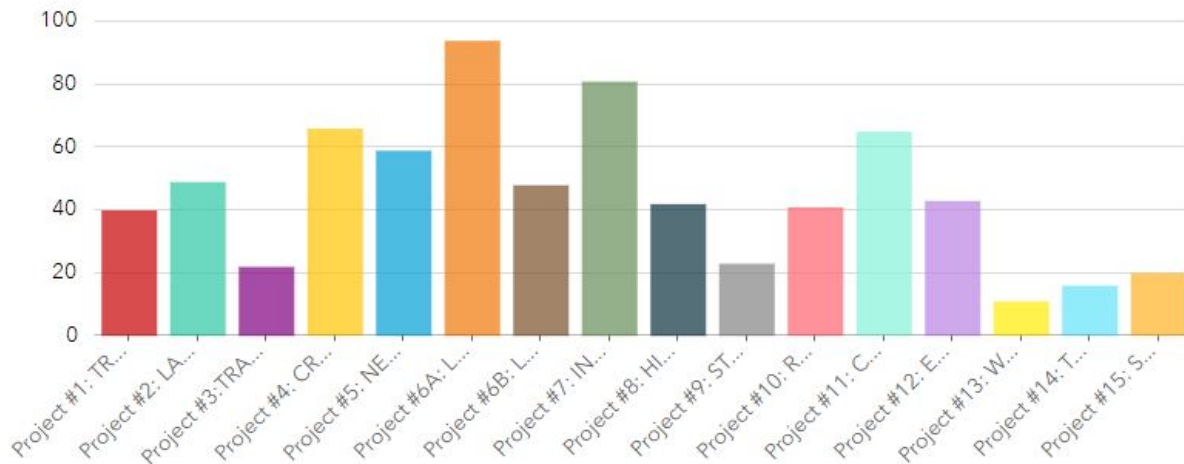
Answers	Count	%
Yes	180	61.86%
No	40	13.75%

*Why or why not?*

Main themes:

- Would make navigating the area easier
- Educational / interpretive signs are good for the community
- Seems redundant because of #13 and #14
- Waste of money
- Complements branding initiative
- Signs are important for navigating and learning about an area
- Should be included in #13
- Need input from Onondaga Nation → Must honor indigenous history
- Will make trails easier to navigate
- Educational opportunities

**If you could pick any three projects that would have the greatest impact on the WRA, which three projects would those be?**



Answers	Count	%
Project #1: TRAILHEAD IMPROVEMENTS UNDER HIAWATHA BOULEVARD	40	13.75%
Project #2: LAKE LOUNGE TRAILHEAD	49	16.84%
Project #3: TRAILHEAD IMPROVEMENTS AT W. BEAR ST	22	7.56%
Project #4: CREEKWALK ENHANCEMENTS	66	22.68%
Project #5: NEW CREEKWALK CONNECTIONS	59	20.27%
Project #6A: LOOP THE LAKE TRAIL	94	32.3%
Project #6B: LOOP THE LAKE PARK STREET TRAIL CONNECTOR	48	16.49%
Project #7: INNER HARBOR PUBLIC SPACE IMPROVEMENTS	81	27.84%
Project #8: HIAWATHA BOULEVARD AND WEST BEAR STREETSTREETScape ENHANCEMENTS	42	14.43%
Project #9: STREETScape ENHANCEMENTS	23	7.9%
Project #10: ROTH SITE REDEVELOPMENT	41	14.09%
Project #11: CREATION OF A MIXED USE ENTERTAINMENT HUB	65	22.34%
Project #12: ENHANCEMENTS TO ONONDAGA LAKE PARK	43	14.78%
Project #13: WATERFRONT BRAND INITIATIVE	11	3.78%
Project #14: TOURISM CAMPAIGN AND STRATEGY	16	5.5%
Project #15: SIGNAGE AND WAYFINDING PLAN	20	6.87%



City of Syracuse

## LOCAL WATERFRONT REVITALIZATION PROGRAM

Stakeholder Meeting – Maren King (Virtual)

September 20, 2021 @ 10:00 AM

### MEETING SUMMARY

Samantha Aldrich (Bergmann) and Owen Kerney (City of Syracuse) held a virtual stakeholder interview with Maren King, Associate Professor in the Department of Landscape Architecture for SUNY Environmental Science and Forestry.

#### Key Takeaways

The following provides a summary of the key topics discussed with Maren King.

- Connections to the Creekwalk within the study area and from the surrounding neighborhoods is very important.
- Once you cross the bridges to the Creekwalk, it is a dangerous environment for those on foot or on bike.
- Many people are willing to walk in the area for recreational purposes.
- There is an opportunity to integrate ecological and environmental education along the Creekwalk.
- New Americans are moving into the northern portion of the City and we must provide recreational opportunities for this population.
- The maintenance and management of the Creekwalk needs to be enhanced – it is currently not accessible for those with reduced mobility, reduced eyesight, and those with cognition issues.
- The City should develop a vision for the Creekwalk.
- The Inner Harbor and areas are ripe for redevelopment – we should consider appropriate land uses that will not just draw people into the WRA, but also cater to people living in the immediate area.
- Brownfield redevelopment and remediation will need to take place.
- There is an opportunity to create a mixed-use district to attract new residents.
- Climate refugees – moving to upstate New York.
- Should provide amenities and opportunities for mixed-income families and individuals. This area is within walking distance of downtown.
- The odor from the wastewater treatment plant is uninviting.



- What will be the future of the Destiny Mall?
  - The project should ensure there are appropriate buffers from the creek to protect water quality and wildlife.
- Recreational opportunities exist along the lake – more seating and children’s play areas.
- Safety of the Creekwalk is a main concern – DEAD END!
- Onondaga County recent received permits to expand the trail to Murphy’s Island.
- CSO in Franklin Square.

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City of Syracuse

## LOCAL WATERFRONT REVITALIZATION PROGRAM

Stakeholder Meeting – Travis Glazier (Virtual)

October 4, 2021 @ 10:00 AM

### MEETING SUMMARY

Samantha Aldrich (Bergmann) and Owen Kerney (City of Syracuse) held a virtual stakeholder interview with Travis Glazier, Onondaga County Office of the Environment.

#### Key Takeaways

The following provides a summary of the key topics discussed.

- Pedestrian and non-vehicular accessibility is critical.
- Travis is an avid biker and knows the area well. Last time he utilized the trail system he got disoriented and lost.
- “Wall of Highways”
- Ped and bike facilities are important. There are narrow sidewalks, little to no bike lanes and trails, signage and wayfinding can be enhanced. Ring road in Destiny is dangerous.
- Retail opportunities in the area including eateries and small businesses.
- Murphy’s Island – a natural area that is currently inaccessible to the public. County will be making improvements to create accessibility in 2022. All the permits are in place to begin construction. Will require coordination with Destiny to complete.
- Need to differentiate the Creekwalk from the Loop the Lake Trail.
- Need to look at the remedies in place for brownfield site to determine the potential future use of properties and development opportunities.
- Finding key users for sites will be critical for those along the shoreline.
- Potentially help existing industrial users relocate to other areas of the City or County.
- Waters of the Inner Harbor are currently plagued and murky. There will always be floatables in the water.
- Amphitheater seems to be nearing the end of its useful life. Currently more utilized for more fishing purposes.
- Create as much public access with the WRA as possible. Fishing/kayaking, etc. Can serve as the attraction for future development.
- Onondaga Lake is Class C waters near the southern shoreline. 400 feet out from the shoreline it is Class B. Class C waterways do not allow swimming.



- Great potential for development and improvements on the northern portions of Hiawatha Boulevard – traffic calming, pedestrian access, development.
- Public access and asset should be priority.

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City of Syracuse

## LOCAL WATERFRONT REVITALIZATION PROGRAM

Stakeholder Meeting – Carlie Hanson – COR Development (Virtual)

October 6, 2021 @ 3:00 PM

### MEETING SUMMARY

Samantha Aldrich (Bergmann) and Owen Kerney (City of Syracuse) held a virtual stakeholder interview with Carlie Hanson from COR Development.

#### Key Takeaways

The following provides a summary of the key topics discussed.

- COR Development owns approximately 30 acres around the Inner Harbor, including the former Baby's R US property.
- Intention is to build a neighborhood with a variety of uses that support 24/7 activity including offices, retail, commercial establishments, housing, etc.
- Goal is to connect people to the water.
- Proposed aquarium will provide a quality public component and reinforces the need for a well-lit and landscaped Inner Harbor area.
- It is great to see increased activity in the area, both on and off the water.
- Extend the sea walls to the Inner Harbor area.
- Pittsburgh is a good example of how to create interaction with the water.
- Launches in the harbor were a good addition to the public realm. Is there an opportunity to create more docking areas?
- Connections from Franklin Square to Destiny USA are important.
- Public art opportunities, especially on the Bear Street bridge. Unique benches and street furniture.
- Branding of the area! Promenade should have stronger brand.
- Missed opportunities in the park.
- Public realm improvements are critical to driving private investment.
- Boat connection or water taxi to lakeside amphitheater.
- Master Plan is a moving target – there is a lot of interest from several businesses and individuals.
- Existing apartments are full. COR is looking into planning more market rate and senior housing options.



- People want a walkable community!
- Need to improve odors from the WWTP – is there an option for it to be relocated?

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City of Syracuse

## LOCAL WATERFRONT REVITALIZATION PROGRAM

Stakeholder Meeting – Destiny: Dave Aitken and Rob Schoeneck (Virtual)

October 6, 2021 @ 8:00 AM

### MEETING SUMMARY

Samantha Aldrich and Kimberly Baptiste (Bergmann) held a virtual stakeholder interview with Dave Aitken and Rob Schoeneck from Destiny USA.

#### Key Takeaways

The following provides a summary of the key topics discussed.

- Destiny USA has over \$20 M visitors per year.
- Carousel Center opened in 1990.
- In 2012, the center was rebranded to Destiny USA to showcase itself as a tourism draw. Has many entertainment venues and a New York State Welcome Center.
- Hobby Lobby will be added to the retailers in the near future.
- Regal Cinemas is investing money into its space.
- Sidewalk connections to Franklin Square have improved walkability in the area.
- Noticed more recreational activity in the last few years – walking, running, biking, birdwatching.
- Looking to compete for visitor’s leisure time – how can we get more people to come to this area and stay here longer.
  - Want to capture people’s time and spending capital.
- Looking for development opportunities including mixed-use office space and housing – no official plans for properties.
- Tourism opportunities - especially in the area from the railroad tracks to Bear Street.
- Proposed aquarium may cause Destiny to rethink the future of their properties, especially near Bear Street.
- Destiny has invested nearly \$1.6 billion in the area to date.
- Access and connectivity is critical – including the recent investments in the Creekwalk and Loop the Lake Trail.
- Opportunity to bring more life to the waterfront.
- In the past Destiny has offered a “fun pass” for \$50 where people can choose up to four events or entertainment/food options.



- There is a necessary synergy between other tourism/entertainment options – such as the Syracuse Mets, the NYS Fair, Syracuse University basketball, and the CNY regional market.
- October 17<sup>th</sup> – Loop the Lake ½ Marathon and full Marathon.
  - The route will utilize a portion of the Destiny ring road near Dick's Sporting Goods.
- Pedestrian and Bicycle network needs to be enhanced – especially from the Inner Harbor to the Lake. Trail connections are key.
- Opportunity to enhance branding campaign of the existing tourism market to draw additional visitors.
- The future of the I-81 project is of priority interest to Destiny and is critical to the venue's future. The design will play a significant role in the success of surrounding businesses in the area.
- Upgrades are needed to Hiawatha Boulevard and Solar Street – pot holes, etc.
- Bear Street needs sidewalks!
- Should talk to Len Montreal – Montreal Development owns a number of parcels in the Syracuse WRA.
- Destiny is willing to host a tour of the venue for the project team.
- Destiny holds monthly merchant meetings and can set up meeting with the project team.